

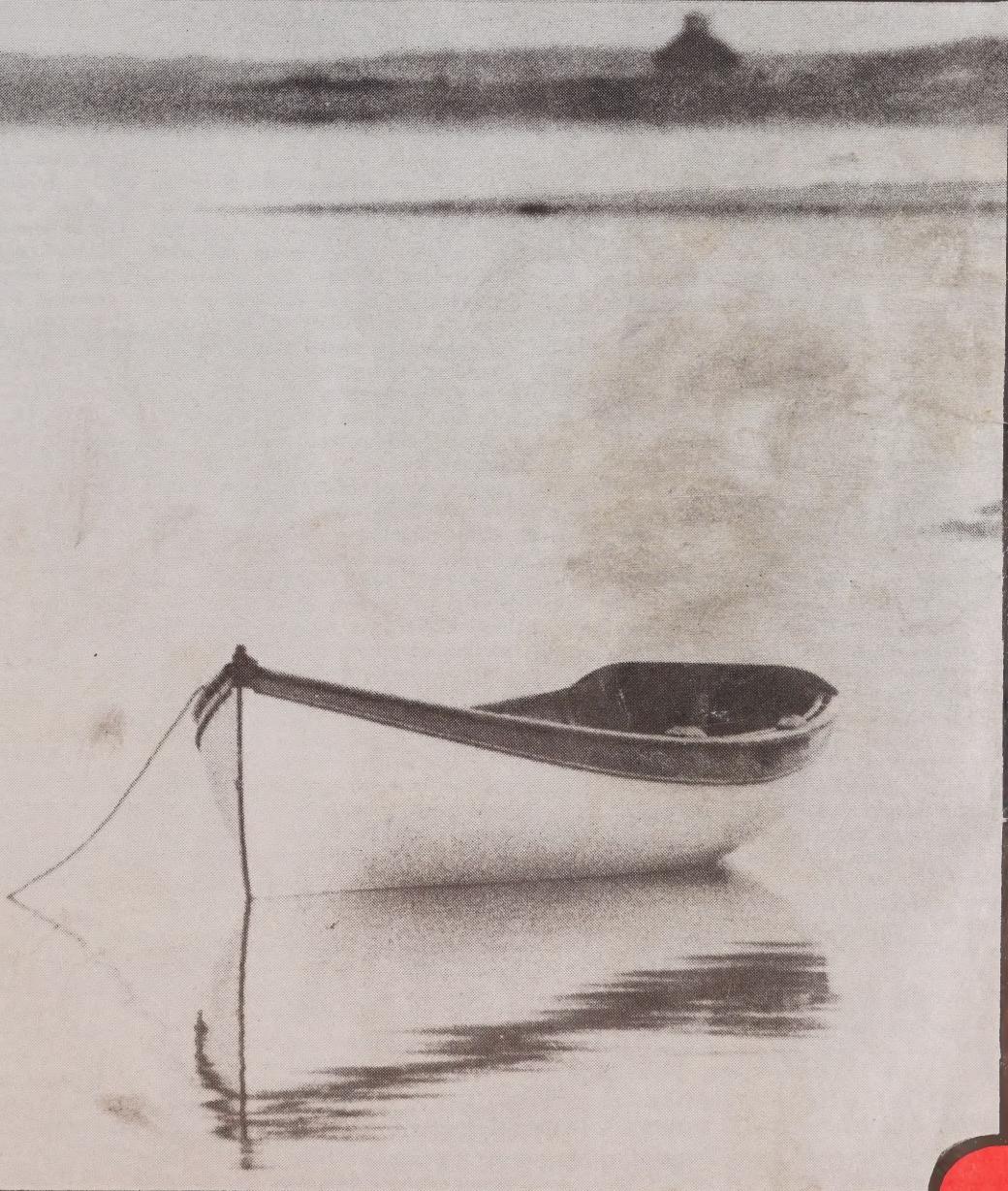


messing about in **BOATS**

Special Features This Issue
"Sailing the Wild Coast" - "Building a Winning Canoe"
"WindRider Revolutionizes Sailing"

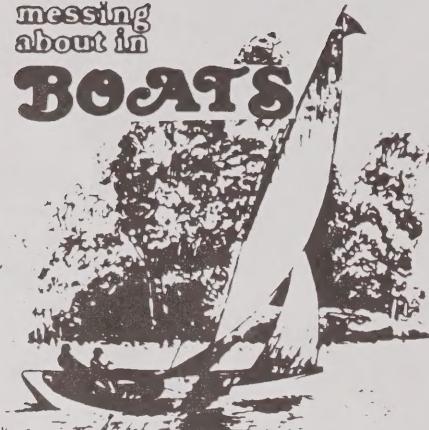
Volume 13 - Number 16

January 1, 1996



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BOATS



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Volume 13 - Number 16
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In Our Next Issue...

Peter Evans tells us about "Gunkholing on Bay & Delta", Tom Carter reports on "Skin Boats Gather at Deception Pass", and the Findlandia Clean Water Challenge presents its list of "1995 Grants for Clean Water Projects".

Iver Lofving reminisces on "Uncle Gust and His Boats", and Ron Sell reveals "Something Special About This Coastline".

Stuart Wier suggests how to go about "Building Another Swallow", Dave Thibodeau describes the "Evolution of the American Flyer", David Childs exposes the truth about the "Boat Project Time Warp", and Joe Thompson and Tom Pichieri tell us what's going on at their shops, Hogtown Bayou Boatworks and Clarksville Watercraft.

The trimaran series will feature Dick Newick's Tremolino design, as a production boat from the Tremolino Boat Company and as a homebuilt by Bob Chamberland. And George Surgent presents his Fiji trimaran design that first appeared at the Mid-Atlantic Small Craft Festival, by far the smallest boats on hand. Monohulls get a look in with Hugh Horton's "Evolutionary Step" and a look at Glen L's designs in his "Got a Bug about Boats". And Phil Bolger will describe his "Titmouse 11'6" Training Dinghy".

There'll be more Techniques, a Book Review and another Safety Subject as usual.

On the Cover...

It's a new year and Barry Donahue's Whitehall waits expectantly at anchor on Pleasant Bay. It's ready. Are you?

Commentary...

Another year, a new start? Well, maybe only partly. As I review what's happening with this magazine I'm quite happy. It's going pretty well thanks to your growing support and participation.

In one area only I am still wrestling with how best to accommodate what I see as a need. This is the "Happenings", my attempt at some sort of calendar listing. There's much happening in small boats that I feel you might be interested in, but it's so much that I cannot fit onto our limited number of pages a detailed listing month after month.

In 1995 I tried the approach of listing once a month all the organizations offering activities of interest, and suggested that you contact whichever one appealed to your individual interests for further details. I don't know if you did this or not, but it was my way of shifting the responsibility for learning what's going on onto your shoulders, by providing just the bare bones directions to where to ask. I did additionally list a limited number of events that were not being offered by any of the listed organizations.

I see a great deal of detail about an awful lot of activities being planned and offered, as the organizers send me publicity about them. I've mentioned before how many are hopeful that I will find what they plan to offer in the way of an activity or event will be of such significance that I will run their publicity in a sort of news format. Occasionally I did so, but rarely and for activities that I felt needed the extra boost.

Just about all of these activities and events are non-commercial, being offered by small boat clubs or maritime museums. Some are semi-commercial, for example, boatbuilding schools. I realize that most have little funding for their efforts and so they hope to get free publicity instead of having to buy advertising space to announce details of their offerings.

I have however, urged those who wish to promote their events to indeed buy ad space, it's really very inexpensive and as owner of the space purchased they can do with it as they wish without being dependent on the editor to decide what, if anything, to say about what they plan to do.

If you are one of those with plans for 1995 organized events to which you wish to attract participants from outside your own organization's membership, contact me early in the season about what can be

done about advertising. With some such ads being ordered throughout the season I can arrange them all together in connection with the "Happenings" listing for handy reader reference.

What then about the "Happenings" concept. Well, I still feel the single most useful service is to provide as complete a listing as possible of all who are scheduling activities and events that might be of interest to us all. Yes this means you have to contact those who interest you rather than simply look on these pages for easy reference to all that is going on.

With about 30 maritime museums alone, for example, on our listing right now, and each of them scheduling a number of ongoing activities and events, their total alone could be several hundred events, programs, workshops, seminars, symposiums. Any one of you would likely to only be interested in just a small slice of all this, even if I could find the space for a comprehensive listing.

While the museums are the most prolific presenters of boating related activities, there are also many small craft organizations, particularly those affiliated with the Traditional Small Craft Association, that plan gatherings several times a year. And there are boatshops and individuals also offering programs in building. I estimate I get to see announcements about several thousand events, activities and programs during the year. And these probably are but a small part of what is going on. There is a LOT going on, believe me.

Why bother at all, some will feel. Everyone doesn't need gatherings of like-minded enthusiasts to enjoy messing about in boats. But we are in the majority a gregarious group, and I know from my own experience that group activities involving messing about in boats are very enjoyable and often refresh flagging enthusiasm in individuals otherwise working and playing pretty much on their own.

In the February 1st issue I'll resume running the directory of all those who have been offering activities in the past for your early inquiries for 1996. I also invite those planning activities for 1996 to let me know as early as they can so I can be sure they are on the list in the appropriate categories. Those wishing to avail themselves of advertising should also contact me as soon as they know their plans so we can best schedule their advertising.

What could I do to mark the centennial celebration of Captain Joshua Slocum's departure on the first ever solo circumnavigation? That was the question I was asking myself. I would love to build my own little yawl and set out in his wake, but like most of us, that wasn't possible given my circumstances. Realistically, I decided the thing I could do was reread his first person account of the voyage, *Sailing Alone Around the World*.

Aside from the fact that Captain Slocum was a great writer with a subtle sense of humor, the thing that came to me most this time through was that he was, like the rest of us, just "Messing About" in his homemade boat. Instead of crossing the bay or exploring some stretch of river, this superb seaman decided to be the first person to sail alone around the world. Many of us would not even consider crossing the bay with the equipment, or lack thereof, with which Captain Slocum set out. For example he says, "At Yarmouth, too, I got my famous tin clock, the only timepiece I carried on the whole voyage. The price of it was a dollar and a half, but on account of the face being smashed the merchant let me have it for a dollar." Or the dinghy he made by cutting a "castaway dory in two athwartships, (and) boarding up the end where it was cut."

In fact, throughout the book Captain Slocum plays down his ability as a seaman by either skipping over it lightly or by covering it with humor. When he found himself blown

Review

Sailing Alone Around the World

By Captain Joshua Slocum

Reviewed By David Childs

into the Milky Way Reef off Tierra del Fuego during a full gale he states, "What could I do but fill away among the breakers and find a channel between them, now that it was day. Since she had escaped the rocks through the night, surely she would find her way by daylight."

While the finances of the voyage did not seem to overly concern him, he does comment on them several times. Before he even set out he states, "The only thing that now worried my friends along the beach was, 'Will she pay?'" Later, after visiting Samoa and the widow of Robert Louis Stevenson, he muses, "As I sailed farther from the center of civilization I heard less and less of what would and what would not pay. Mrs. Stevenson, in speaking of my voyage, did not once ask me what I would make of it. When I came to a Samoan village, the chief did not ask the price of gin

or say, 'How much will you pay for roast pig?' but, 'Dollar, dollar,' said he; 'White man know only dollar.'" Captain Slocum was, however, incensed when he was charged port fees in Pernambuco, the only place throughout the voyage. "I squared the matter by charging people sixpence each for coming on board, and when this business got dull I caught a shark and charged them sixpence each to look at that." In this way he collected, "rather more than the amount of Spray's tonnage dues." He also financed the voyage by giving talks along the way and even salvaging tallow in the Strait of Magellan.

If you have not read this book, I would consider it a must read for any "Mess Abouter." Even if you have, I feel it is well worth the time to reread. Can anyone say they would not like to go on a voyage that begins in this way?

"Waves dancing joyously across Massachusetts Bay met the sloop coming out, to dash themselves instantly into myriads of sparkling gems that hung about her breast at every surge. The day was perfect, the sunlight clear and strong. Every particle of water thrown into the air became a gem, and the Spray, making good her name as she dashed ahead, snatched necklace after necklace from the sea, and as often threw them away. We have all seen miniature rainbows about a ship's prow, but Spray flung out a bow of her own that day, such as I have never seen before. Her good angel had embarked on the voyage; I so read it in the sea."

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CASCO Flare Test Data/Information

By Bob Haskell, Cape Ann Sea Kayaking Co.

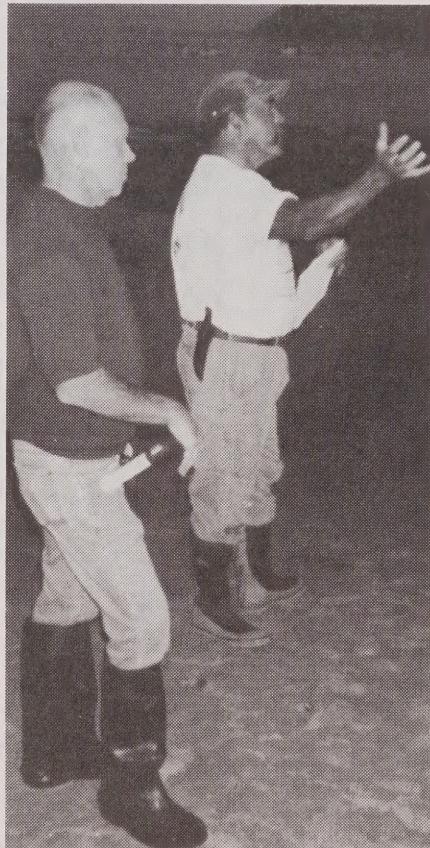
Description: Distress signals approved by the USCG are considered "Day", "Night", or "Day/Night".

"Day" Signals: These are signal devices that are effective only in daylight hours. After dark their visibility is severely limited or nonexistent. "Day" signals include the orange flag with a black dot and square international visual distress symbol, signal mirrors, and the orange hand-held smoke signals.

"Night" Signals: These are devices that are highly visible after dark, but have little or no visibility in daylight conditions. This includes devices such as electrically powered SOS lights.

"Day/Night" Signals: These devices retain a high degree of visibility under day or night light conditions. These are pyrotechnic devices, such as red hand held flares, parachute flares, and meteor flares.

Choice: Carrying a combination of flares is important. For example: Suppose you are traveling in relatively remote waters when you break down, capsize etc. If you fire off your flares what would happen if help did not arrive in the area until after dark and you had no way of helping them find you?



Bob Haskell (gesturing) and Bill Hayden, fireworks team. The demonstration of flares they conducted at Pavilion Beach, Ipswich, MA, in November was very informative. The flares provided by local marine stores and Boston Sea Kayak Club members were mostly out dated, but most of them still worked.

There are two type of devices "Alert" and "Locate". The "Alert" devices are to draw attention to you over a wide area. The "Locate" devices are to help pinpoint your position.

Use: Conserve your signals until you are reasonably sure of being detected. Wait until you see or hear a vessel or aircraft before using "one time" signals. Stay with the boat if it is safe to do so. A boat is easier to spot than a swimmer.

Purpose: The purpose of distress signaling is simple: 1st to attract attention and second, to provide a homing signal to guide the responding party to your craft. Remember, nothing can happen until attention is attracted.

For most effective distress signaling, aerial flares should be fired after sighting a potential rescue vessel. The USCG recommends that you fire two aerial flares, one immediately after the other so rescuers can confirm the sighting and the direction of the signal. Parachute flares do not need to be fired in two's since they have an adequate burn time to confirm sighting and position.

Sighting & Distances: Due to the earth's curvature, sighting distances are limited. The chart illustrates the maximum distance and square miles of sighting area for different types of signals.

U.S. Department
of Transportation
United States
Coast Guard

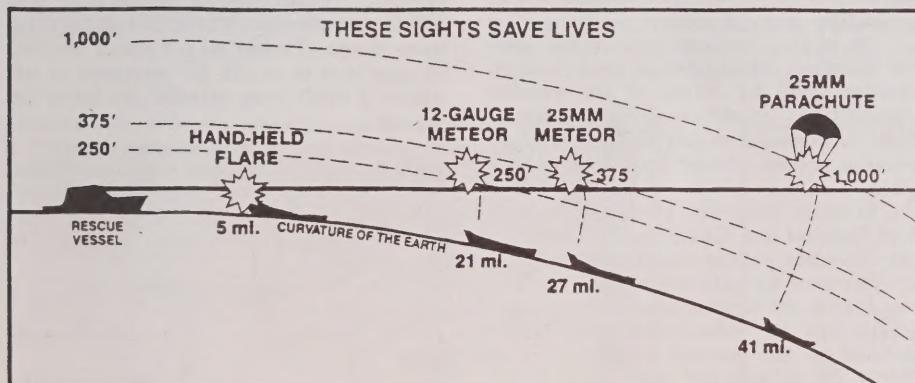


Visual Distress Signals for Recreational Boaters



THE TYPE OF SIGNAL YOU SELECT DEPENDS ON YOUR BOATING PRACTICES. FOR EXAMPLE, IF YOUR BOAT IS WITHIN 10 MILES OF SHORE, AERIAL FLARES SHOULD BE ADEQUATE FOR ATTRACTING ATTENTION. BEYOND 10 MILES YOU SHOULD CONSIDER A PARACHUTE FLARE. THE REASON FOR THIS IS EARTH CURVATURE. AT THE MAXIMUM SIGHTING DISTANCE OF 21 MILES, A 250' HEIGHT AERIAL FLARE WILL APPEAR AS A BRIEF SURFACE SIGNAL. AT 10 MILES IT WILL APPEAR APPROXIMATELY 125' OVER THE SURFACE. THE 10 MILES ALLOWS A MARGIN OF SIGHTING SAFETY. THE SAME IS TRUE FOR THE PARACHUTE FLARE. AT 41 MILES THE FLARE WILL APPEAR AS A BRIEF DISTRESS SIGNAL TO ATTRACT ATTENTION.

FLARE MFG.	MODEL	ALTITUDE	BRIGHTNESS	BURN TIME
SKYBLAZER	XLT	500'	10,000CP	8 SEC.
ORION	POCKET ROCKET	250'	10,000CP	5.5SEC.
ORION	12-GAUGE	250'	10,000CP	6 SEC.
ORION	25-MM	369'	30,000CP	8 SEC.
ORION	PARACHUTE	1000'	10,000CP	25 SEC.
ORION	HAND -HELD	----	500CP	120 SEC.
PAINS WESSEX	MINI-FLARE	240'	10,000CP	6 SEC.
" "	RED-PARACHUTE	1000'	30,000CP	40 SEC.
" "	WHITE-PARA.	1000'	80,000CP	40 SEC.
" "	ORANGE SMK (HH)	----	-----	50 SEC.
" "	RED SMK(HH)	----	15,000CP	1 MIN.
" "	FLOAT/SMK	----	-----	4 MIN.



SIGNAL HEIGHT	POTENTIAL RESPONDER	MAX SIGHTING DISTANCE ALL DIRECTIONS	SIGHTING AREA SQUARE MILES
6 FEET	SURFACE	5 MILES	78 SQ.MI.
250 FEET	SURFACE	21 MILES	1385 SQ.MI.
375 FEET	SURFACE	27 MILES	2289 SQ.MI.
1000 FEET	SURFACE	41 MILES	5275 SQ.MI.



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Why Did It Take So long?

Many thanks for the trial copy you sent to me after I mailed in a form I found in some papers from Common Sense Designs (or maybe H.H. Payson?) that I got about seven years back. Why did it take me so long to try "Messing...?"

I'll tell you anyway. I was busy building first a Gypsy, then a Reuben's Nymph, then a Shoebox and finally (for now anyway) an AS-29. I wish now that I'd kept a diary of the four-year project this AS-29 was, I could have sent you a lot of info about problems and solutions.

You can see that I'm a sort of Bolger devotee, since his designs make it affordable for ordinary folks like me to mess about during all passages of the boating voyage, from studying plans and dreaming, through the joy of building, to the delight of using.

I enjoyed the October 1st issue very much. I said, "Me, too, brother," when I read Peter Prigge's letter, admired Ruth Larkin's accomplishments, but worried about "non-alcoholic beer" (appropriate on board, for sure, but ashore is not the traditional brew a food and a medicine as well as a drink?), reveled in David Buckman's "Saint John and Beyond," and was glad to read "Some Thoughts on Canoe Sailing". Yep, I built one of those, too, I mean a cedar stripper, 25 years ago, and I hope a future (or past) number of "Messing..." will get into specifics of making rigs for canoe sailing.

Herb Taylor, Box 434, Russell, ON K4R 1E3 Canada

Why Not "Quick & Decent"?

I wonder if I might add my comments to those expressed in "Southern Comfort" by Jim Thayer back in the March 15th issue about "Quick & Dirty" boatbuilding contests?

A few years ago when I was asked to get involved in charity "Quick & Dirty" boatbuilding contests I suggested it would be better to have the contestants build a craft which was actually of some use, and designed the DD25 for this purpose. Two adults can build one in two days and 10-11 year olds have built them under adult supervision.

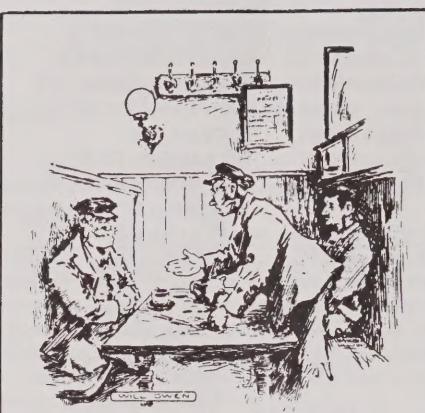
They sail well with one adult or two children and can be rowed and sculled. They are not really suited to outboard use with the high curved transom. Two 8 x 4 sheets of 6mm thick ply, a few lengths of softwood and a tarpaulin "sail" and you are away! So I agree with what I think Jim was saying.

Dennis Davis, 9 Great Burrow Rise, Northam, Bideford, Devon EX39 1TB, England.

Penn Yan Sailing Conversion

I have recently been given an 8' Penn Yan type cedar/canvas pram needing work. It needs new canvas as well as refinishing. While it is apart, I would like to convert it to a sailing version but don't know what a factory original would have been like. If anyone has one who would be willing to share details such as trunk and rudder construction, spar and sail details, etc., I would be willing to travel to take measurements and make sketches. Please give a call or drop me a line.

Nick Tragakes, 9 Shore Ln., Westbrook, CT. 06498



Your Commentary

Is There a Risk?

This is in response to Dave Ferris' concerns about lack of positive flotation and a self-draining cockpit in the Lightning as he expressed in the December 1st issue. Coastal cruising in my Lightning provided some of the best moments I've had in fifty years of sailing.

To address his concerns about positive flotation. My Lightning had positive flotation only by virtue of its wooden construction, whatever airtight stores I might have been carrying and the positive flotation impact offered by the closed up cabin.

In more than ten years of cruising New England and Canadian maritime waters, however, taking significant amounts of water over the side was a rare. The one time that it did happen in a seriously concerning way, the volume was in the neighborhood of ten buckets worth (approximately 20 gallons/160 pounds, +/-) and was quickly evacuated by a highly motivated crew. The sloop is so buoyant that it never presented a problem in terms of breaking seas, though going to windward in a blow it generated plenty of spray which was a nuisance, but not really a problem.

In terms of storm sail configuration the *Leight* had three reef points in the main and also carried a tiny 26sf (\$90) storm jib made for me by Thurston Sails of Warren, RI.

Is this a perfect arrangement? Certainly not, but if I'd waited for perfection, I'd of missed thousands of miles of exceptional experiences and adventures that have been very important and revealing to me. The best advice I can give to hedge against heavy-air problems is to take her out, suited up appropriately sail-wise, every chance you get and learn to anticipate her moods and manage her aggressively. There's no other way to learn what you need to know that I'm aware of.

Is there risk to it? Certainly. Is there a reward to it? Definitely, but it's an issue only you can address.

David Buckman, Gilford, NH.

Proceeded Very Slowly

This is for Gerry Banks who wants to teach a small boat course. I'm all for it. In fact, shortly after I retired I made the rounds of the high schools hereabouts offering to teach the shop classes small boat building. I built a Bolger Teal 15 years ago and was going to use that or any ply pram as the basis for the course, thinking that those boats could be finished in half a school year.

My thinking was that there's water and boating everywhere around here using deep V, auto powered fiberglass boats. Sailboats are slowly sneaking onto the scene, mainly because of the establishment of harbors of refuge in all these towns.

I got to wondering why there weren't more rowboats and fishing boats with smaller power so I set out to enlighten the natives.

What I discovered was that they don't build boats hereabouts because they don't want to. They like their deep V fiberglass boats, and they don't want to try anything new. Also, if their boat won't beat the neighbor's 40 mile per hour runabout, they don't want it.

My advice to Mr. Banks is to proceed very slowly. Maybe it's different in Wisconsin but I'd advertise or ask around to try and find if there's any interest in this sort of course.

All of us amateur boat builders know that when people find out you do this they all have a project they'd like to have you tackle. Usually an old boat that needs three years worth of rebuilding. I found the way to cure that is to ask for payment in advance. I don't even rebuild old boats for myself.

Sorry I couldn't be more cheerful. I will always believe the boys, and girls, would profit in these parts from a small knowledge of how boats go together. Maybe I should have taken a course in salesmanship.

Ron Laviolette, St. Ignace, MI.

Basic Navigation Course Scheduled

Marblehead Flotilla #403 of the United States Coast Guard Auxiliary, will sponsor an eight-lesson Basic Coastal Navigation class beginning Tuesday, January 9, 1996, at the Middle School, Village St., Marblehead, MA.

Registration will be at 7:00 PM, January 9, 1996, before the first class. The course runs from January 9 to March 12, 1996. Course is FREE. A fee of \$35.00 will be charged for text materials and chart.

Learn how to navigate. For more information call (617) 631-2262.

A Trip Somewhere Warm in March

We'd like to rent a shallow-draft sailboat somewhere warm for a sailing/camping trip for a week in March, 1996. We'd also be willing to trade it for a week during the summer at a rustic four bedroom cottage in the spectacularly beautiful Georgian Bay, which is perfect for gunk holing. We are experienced, cautious sailors.

John Hellwig, 80 Fuller Ave., Toronto, ON M6R 2C5 Canada, (416) 537-2000.

Ice Boating Books

Now that the thermometer is dropping and the soft water is beginning to turn hard, I thought I'd take the opportunity to update readers on my quest for ice boat books.

To date I've assembled the following collection: *Ice-Boating*, edited by Herbert L. Stone (1913). *Ice Boating*, by S. Calhoun Smith (1962). *Sailing on Ice*, by Jack Andresen (1974). *Iceboating*, by Natalie Levy (1978). *Think Ice*, by Lloyd Roberts and Warner St. Clair (1980).

If anyone knows of any other books, I'd sure love to hear about them. By the way, the December issue of *Soundings* includes a look at iceboating as well.

Steven Rossi, 2396 Islandview, W. Bloomfield, MI 48324.

Latest Effort to Save Old Boats

Your readers might like to know about my latest effort to save old boats. I plan to put out a newsletter, *Bone Yard Boats*, hopefully in January, '96, listing old derelicts, abandoned and 'orphan' boats looking for new homes. I have been receiving much attention and many calls, so it seems like a good thing could happen, if I get it all together.

I have recently acquired a large group of material about the Owens Yacht Co. which went out of business in 1968. I have files from 1957-1972, brochures, photos, manuals, and other good stuff.

Ginger Martus, Nautical Stars, P.O. Box 2065, Vincentown, NJ, 08088, (609) 859-2370.

Ferroccement Flashback

Ah the sixties, someone said that if you can remember them you weren't there. But I do remember, mine was not an addiction to drugs, I was addicted to boats! Last weekend I had a flashback. We cemented the armature of a friend's ferro-concrete 17 footer, the "Deuce," a W. P. Stephens yawl, 1883. This eight hour operation brought back memories to muscles long unused.

Derek Van Loan, Mill Valley, CA.

Beetle Cat Owners Wanted

In 1996 the Beetle Cat sailboat will be 75 years old, and the New England Beetle Cat Boat Association is planning to have a big celebration. In order to make sure that all Beetle Cat owners know what is going on, the Association would like to hear from them so we can put their names on our mailing list. Please send your name and boat number to the Association Treasurer, Mr. Edwin Howell, 23 Stratford Rd., Seekonk, MA 02771.

The Beetle Cat, a twelve-foot, gaff-rigged wooden catboat, was originally designed by John Beetle and built by the Beetle family of New Bedford, MA, famous for their whaleboats. To date over 3,500 of these boats have been built, all of wood, and they are still being built in South Dartmouth, MA, at Beetle, Inc. by Charlie York who purchased the rights to the Beetle from long-time builder Concordia Yacht Company.

For further information contact: Roy L. Terwilliger, Vice-Chairman, New England Beetle Cat Boat Association, 105 Church St., Harwich, MA 02645.

The Boatyard In Winter

Round-bottomed wayfarers rest perched on slender keels, dancers without a stage, suffering a loss of grace, outside their natural place anchored to the hard ground for a cold, lonely, season.

Tired watercraft crowd together, as if there is safety in numbers, or cold comfort to be had in the domino rows of fat hulls lined up to chorus a halyard-slapping all-day madrigal, in ragged time to the patient rhythm of the icy wind.

Chris T. Kleinfelter, Myerstown, PA



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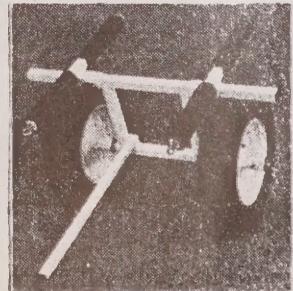
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Sailing the Wild Coast

By Anne & Ryerson Clark

"Would you like an apple?" Anne asked as we drifted on calm waters just inside inner Sambro Island on Nova Scotia's rugged and beautiful South Shore.

"Thanks, I'm pretty hungry," I answered, and as we ate and tidied the boat, we looked at each other and wondered at how quickly we had calmed down and found things returning to normal. It had been a rough and sometimes frightening passage which had ended just moments before as we sailed into the safety of Sambro Harbour from the open Atlantic.

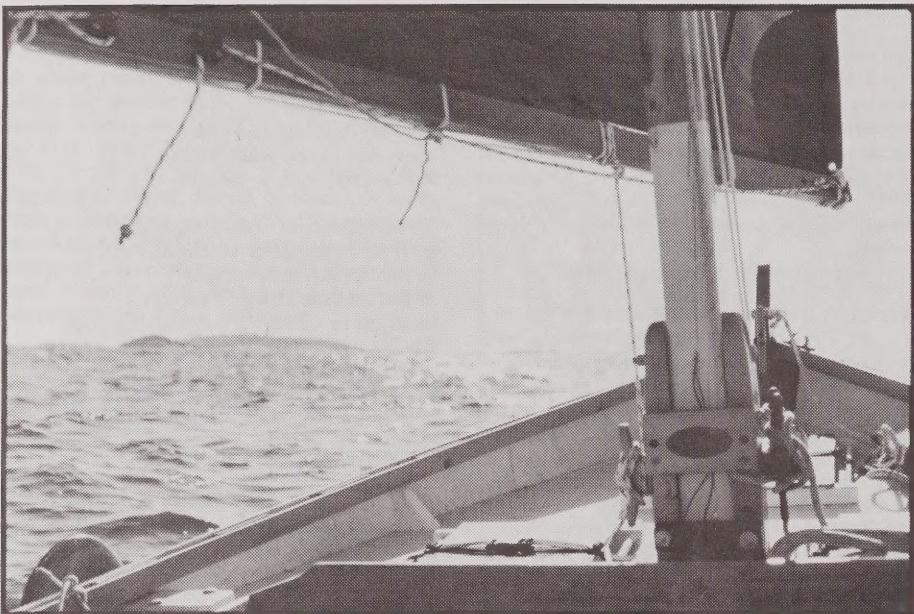
Earlier that morning, the late September air felt cool as we slipped away from the wharf at the Maritime Museum of the Atlantic in downtown Halifax (pop. 300,000), but in *Tully Mars'* large cockpit, we were snug and warm with a blanket over our laps. I pushed the tiller over and turned our bow to starboard running with the wind and tide towards our destination, the fishing village of Sambro, 16 nautical miles to our south.

Our little vessel, *Tully Mars*, was designed and built by Anne and I in the spring of 1992 for just this kind of coastal sailing. She is an open double-ended 15' lapstrake/ply/epoxy camp cruiser which we can sleep aboard under a boom tent while at anchor or on a beach. Her large 113sf balanced lugsail and sculling oar eliminate need for a motor and, with ten separate watertight compartments, she has lots of positive flotation and storage space for gear. Fully loaded for a week of island hopping, she sails like the well balanced, stable and safe boat she was designed to be.

During the next hour we sailed out historic Halifax Harbour towards Chebucto Head and the open sea, eating snacks and sipping hot tea and coffee, slowly leaving the busy port city behind.

We passed Georges Island, named for the King with its beautifully restored Fort Charlotte built in the 19th century to guard the lower town and named for his queen. Then the one thousand acres of McNabs Island started down our port side. Wooded parkland, bald eagles and sheltered coves that we have spent many nights anchored in make it one of our favourite places to spend time. Jutting out from the island towards us like a bony finger lay "Hangman's Beach", with its lighthouse on the end the only marker for deserters the British Navy once hanged there for all passing sailors to see...and be warned.

We soon left the harbour and were fully exposed to the predicted 2-3 foot ocean swells, a mile to starboard lay Hering Cove, our last safe "bolt hole" for the



Left from the top: Off Sambro Island. Chebucto Head on a calm day. Waterfront at Sambro.

next seven miles, and what a seven miles of coastline it is! Almost sheer in places, it is mostly granite rock foaming white at its edge as it is beaten by waves that have travelled 3,000 miles. For a small boat, it can be a miserable stretch of water or a millpond, today it would be the former despite a good forecast.

As we passed Herring Cove, we checked the latest weather on our VHF to decide if we should duck in and call it a day. Anne and I sail *Tully Mars* as a team, if either of us are tired, cold, sick or just not having fun, we put in and relax until we feel like going on. With winds predicted to lighten all day and seas at three feet, we decide to continue on to Chebucto Head, but within thirty minutes and past the point of sensible return, we wished we were chatting on the Herring Cove Wharf with local fishermen.

At 0945, Anne's log entry simply reads, "surfing down wave fronts, almost broached, took a little water over the coaming, reefed." The VHF, at this very moment, was reporting five knots of wind at Shearwater Air Base, easily seen by us several miles to our northeast. We, however, were experiencing north winds of twenty knots and average wave heights of six feet, some breaking and most white-capped. We would be in these very unnerving and uncomfortable conditions for the next hour.

As Anne tied in the first reef to slow us down (*Tully Mars* has jiffy or slab reefing and can be reefed from the safety of the cockpit at the mast), several thoughts ran through my mind; foremost of which was, "Where the hell did this come from and what are we doing out here in it!"

When we were not in one of the larger wave troughs, we could see that a mile to port was a large container ship making its approach to Halifax, and we heard on the VHF the pilot boat requesting it make a lee for them for a safer transfer of personnel. Suddenly, this was no longer fun, a decision had to be made quickly.

To ask the pilot boat to stand by while we turned and beat for Herring Cove was quickly dismissed. A two mile beat up wind in this stuff would be asking for trouble and, by now, with a reef in, *Tully Mars* had settled down and her crew, although still shaken, could see that the best option was to continue with the wind and wave and take the longer, but faster, sail on to Sambro.

As we rounded Chebucto Head, which from our small boat looked suspiciously like Cape Horn in our minds, we mentally checked the boat over trying to imagine problems this beating could cause, but *Tully Mars* is built strongly and nothing can be predicted.

Soon after, the wind died to ten knots and the waves stopped breaking altogether and averaged only four or five feet. It was still to rough to lay out lunch, but half-filled cups of tea and coffee were passed and managed without mess.

As we ran through the Sambro Ledges, Ketch Harbour opened up to starboard, but things were going well so we carried on towards Sambro Harbour two miles distant, meeting *Dorthea*, a 27' open Sable Island surf boat operated by the Nova Scotia Sea School. With a boatload of students, they were tacking back to Halifax after a week-

end of cruising the coast. Quick "hellos" were shouted between the boats as we shot past, and before we knew it, they were a mile astern.

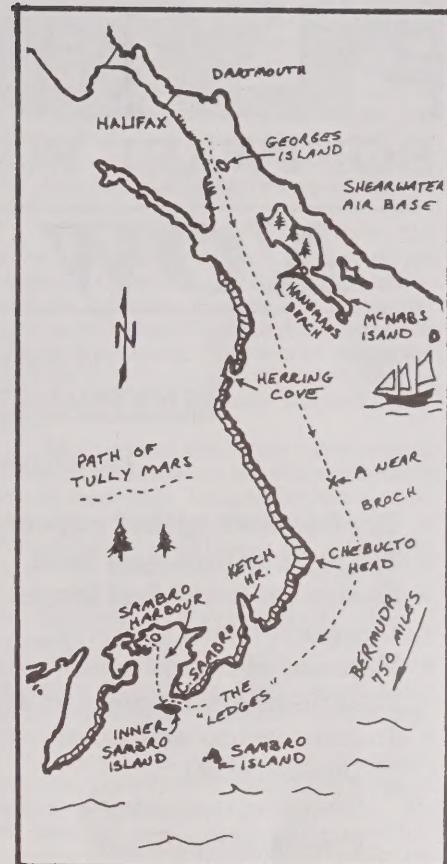
For the next mile, we stayed in the buoyed channel and to port and starboard waves beat like large white fans over rocks and shoals with names like Lobster Claw, Stapleton Rock, Polluck Shoal and Whaleback Shoal. What a place it must have been to early explorers before navigational aids. Even with buoys and lighthouses, the Sambro Ledges can still be a dangerous place at night or in fog.

But we were in bright warm sunshine now and Sambro Island, with its famous lighthouse, was to port and Buoy HE13 on our starboard marked our turn shoreward where, on dropping seas, we sailed between Cape Sambro and Inner Sambro Island to quite waters.

After resting on a small beach on Inner Sambro Island, we took our time and enjoyed the last mile and a half up Sambro Harbour to the Government Wharf where we made fast and reported in at the Coast Guard Life Boat Station, three hours ahead of our expected arrival time.

(Anne and Ryerson Clark are experienced small boat sailors. Life jackets are worn at all times aboard *Tully Mars* and all passages are made with appropriate safety and survival equipment including a waterproof hand-held VHF radio.

Both are founding members of The Small Wooden Boat Association of Nova Scotia and may be reached at P.O. Box 1193, Dartmouth, Nova Scotia, Canada, B2Y 4B8. For information on small boat cruising in Nova Scotia.)



The writer with *Tully Mars* beached on Inner Sambro Island.

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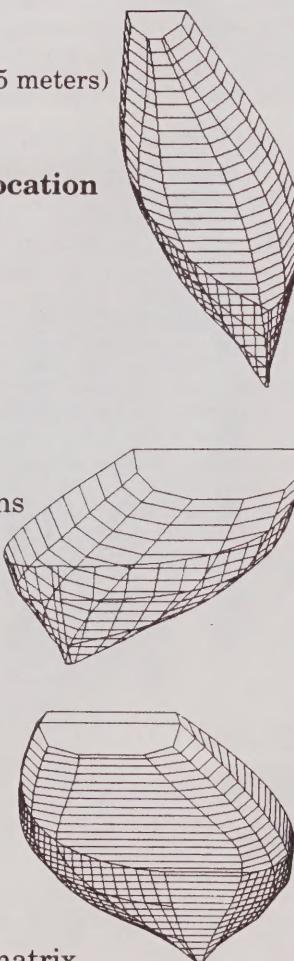
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For several years now I've followed the evolution of the rowing program at Hull Lifesaving Museum with interest. Recently, my wife Meahae and I had the good fortune to accompany Hull's maritime director Ed McCabe and his partner Laurie Newmyer on a row out to Boston Light. Although we were supposed to meet at Ed at Hull Lifesaving at eight in the morning, we got tangled in traffic and arrived a few minutes after the hour, only to find the three boats already standing off the beach.

Our hopes were dashed momentarily, but then two boats made for the beach signaling for us to meet them. We grabbed our gear and dashed to the water's edge where we were met by the two rowing "barges" (a kind of plywood lumberman's bateau) and each of us climbed dry shod aboard our respective boat. After quick introductions we were ferried out to the six-oared gig Pilot, which was to be our vessel for the day.

It struck me how deft a maneuver under oars I had just witnessed only after I'd gotten settled in the bow of Pilot. The fact that the two boat crews were perhaps only an average age of thirteen made the feat that much more impressive. But then this is just what Ed, Laurie and their assistants do so well, molding a group of young people into a cohesive, safe and effective team. Most importantly, the kids have fun and build confidence, all the while becoming very capable in handling their boats.

With us finally aboard, Pilot was soon up to speed and shot through Hull gut with the full ebb tide behind us and headed straight for Boston Light. The young crew pulled steadily with surprisingly little chatter. Our cox, John, fed the crew a quiet stream of information on what was going on around the boat, allowing the crew to concentrate on pulling in synch yet feel like part of the overall scene, not just galley slaves. Hull lifesaving station rapidly receded behind us, but we soon had a change in plans.

A long sand spit lay between us and the lighthouse, with only a single shallow break to allow the boats to pass through. A scout had gone out ahead to gauge depth at the break. The group's late start due to our tardiness had allowed the tide to drop to the point where only the two flat bottomed boats could scrape

To The Lighthouse - A Row To Boston Light

By Michael McEvoy

through. Pilot would have to go around the spit, adding perhaps a quarter of a mile to the trip.

Surprisingly, there was no grumbling in the crew, they simply pulled with added determination. John gave everyone a brief rest stop after rounding the spit, allowing the tide alone to carry us toward our destination, but soon we were again underway. The sense of power and momentum of Pilot was really remarkable. The boat surges ahead with each stroke, even if the crew is just easing her along. Soon we reached the island, where we joined Ed and Laurie's crews on the gravel beach.

After mooring the boats and a brief pit stop for a drink and snack pulled from backpacks, the entire group headed cross-island to the lighthouse. The light is actually perched on a separate little island from that we had landed on, the two being connected by a seaweed covered gravel spit accessible only at extreme low tide. The kids were in high spirits at this point as they slipped and skidded across the slick rocks, laughing and joking with each other. Everyone made it to the lighthouse with only a few minor scrapes on barnacles. Two wildly happy dogs belonging to the Coast Guardsmen stationed at the lighthouse greeted us as we clambered up the shattered remains of a breakwater onto the island.

One of the last manned light stations in the U.S., Boston Light is also the oldest. Each of the three boat crews in turn climbed the nearly ninety feet to the top for a tour of the mechanical and lens rooms. The massive, nearly five-ton bronze mechanism for revolving the lens was impressive, but the lens itself

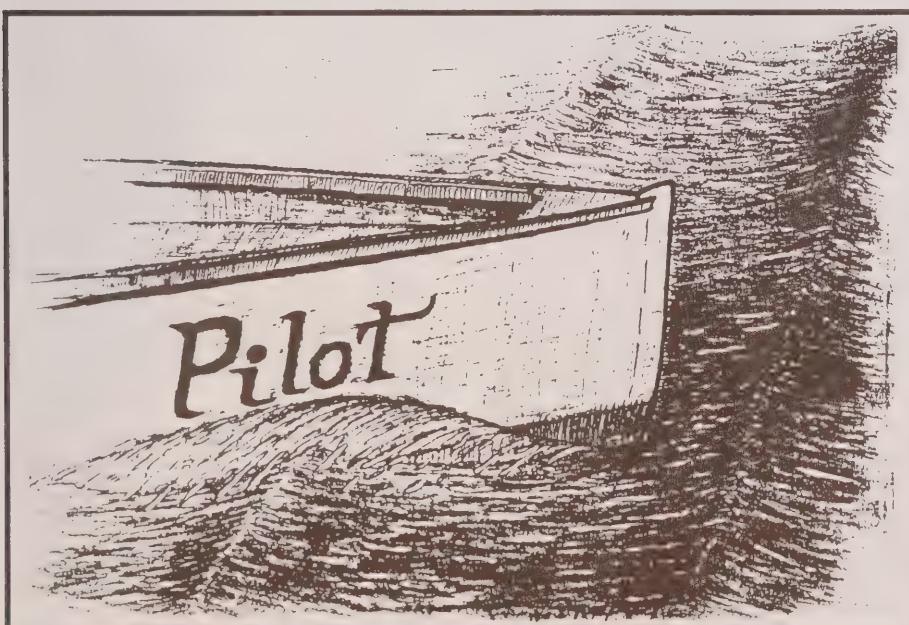
is masterpiece of glasswork. Although oils from your skin will damage the glass, eventually causing it to spall off the lens in finger-print sized pieces, it was still a temptation to touch it. Several of the younger members of the crew reached out to do so, but stopped just short. The view of the harbor was very impressive, too, as the day was crystal clear and the great elevation gives a sweeping view in all directions.

Soon, however, we headed down the steep spiral stairs so the next crew could get their turn. Once back on terra firma we talked with the lighthouse keepers, who told us the light would be automated and the island turned over to the National Park Service within the next few years. I was glad we'd had a chance to visit while the lighthouse was still accessible.

Meahae noted that the next generation of young people to row out would have that much less to experience. Indeed, that seems to be part of the reason that Ed and Laurie work so hard with the youth of Boston, real experiences seem to be harder and harder to come by for kids today. But what could be more real than pulling an oar and rowing to an otherwise inaccessible island for a day of adventure? Not much! Maybe this is why their program is so successful, it lets kids know that there is much to be learned and experienced beyond their immediate existence.

Soon the tide was starting to flow and it was time to head back to Hull. I had the good fortune to do some rowing on the way in. We hit some big swells, which added some excitement to the trip, but the boats simply cut right through them. If you ever get the chance to row a multi-oared gig some day, give it a try. You get a taste of boat power that can usually only be sensed on a substantial sail boat in a good breeze.

We soon were back at the beach at Hull and the boats were skidded above the high tide line with good old "brute strength and ignorance." This was hard work by anyone's standard, but the kids cheerfully pitched in. Again, they were experiencing a ritual from the beginning of time and learning a lesson in communal teamwork at the same moment. With oars, rudders and lifejackets tucked away in the boathouse, everyone headed home. We talked with Ed and Laurie about their plans for a fleet of gigs to get more kids on the water. I'd say it's the best thing that could possibly happen to Boston!

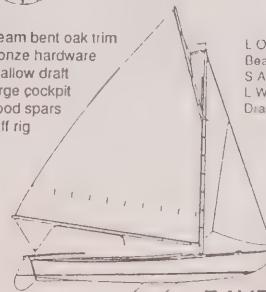




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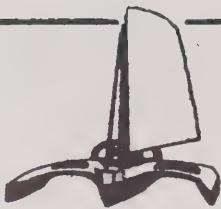
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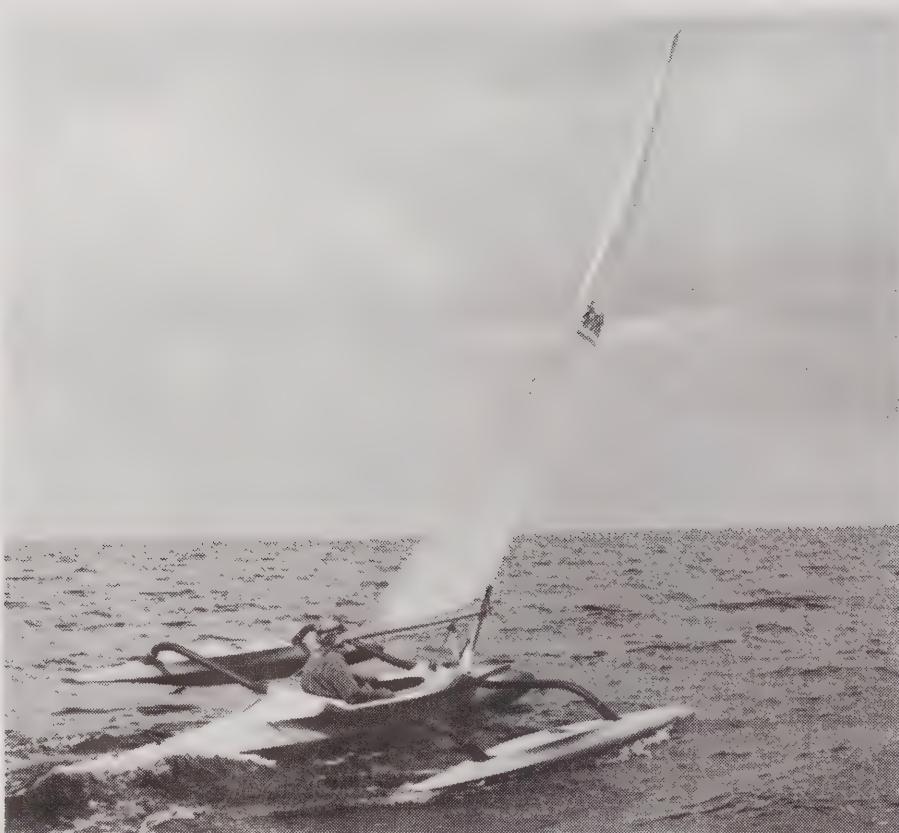
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Part 5: Several years ago Andy Zimmerman, the man behind Wilderness Systems of High Point, NC, the major kayak manufacturer on the east coast, turned up at some kayak gatherings with a set of amas fitted to a stock double kayak, with a windsurfer rig. He was pretty pumped about it and promised a future production design. Now it's here, the creation of multihull designer Jim Brown. Herewith their discussion of the concept and the product.



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To understand what a *Windrider* is, you need to go windriding for yourself. The sensation cannot be described, it must be experienced. More than any other kind of boating, this is the essence of trespassing the interface, that magical mid-region between water and wind. No matter how much or how little boating you've done, the *Windrider* sensation will likely be, well, *sensational*.

After you've tried it, you may wonder why the experience is so unique. That could be the time to contemplate the sea kayak and the modern trimaran, each by itself, and then try to grasp a combination of the two. If you want, you can try this contemplation now, but it doesn't work very well with just words. For example:

A sea kayak is...an outfit that you wear when going out on the water. Indeed, a proper kayak is worn. If the attire fits, it will say something about who you are and it will be appropriate for really stepping out. It's a getup that can actually extend your body and your mind out there, into the last great wilderness.

See? But it's true, kayaks can do that!

How can they do that? Because a kayak is a small, narrow, lightweight boat which is completely decked over except for a cockpit just large enough to admit the pilot in a seated position. You sit in a comfortable, ergonomic seat with your legs stretched out as if your feet were propped up on a hassock (actually they're in the bilge). In many kayaks, this "hassock" is equipped with foot pedals which are linked by cables to a rudder, so you steer the vessel with your feet and both hands are free to paddle. Because your seat is located actually below the waterline outside, most of you is inside, your body is exposed only from the chest up, and you always face forward so you can see where you're going. You propel a kayak through the water with your arms, using a double paddle (blade on both ends). By bracing with your knees and thighs against the inner surface of the hull, you can deliver the paddle's thrust directly into the vessel through your seat, legs and feet, right into the skin of the craft itself. The boat literally acts as an extension of your body and your will. The kayak's stability, or resistance to overturning, can depend somewhat on skillful manipulation of the paddle. To the uninitiated, kayaks can feel tippy and insecure. Only with considerable experience does paddling become as easy as walking, and both proceed at about the same pace.

Now, with *Windrider*, rock-solid stability is provided by the outrigger floats and most of the propulsion comes from windpower in the sail. You don't worry about tipping, you don't have to paddle all the time, you often proceed faster than you can run, and your intimacy with the water is dramatically compounded by the boat's reactions to the wind as well as the water. These reactions are processed by your mind, and your body reacts almost automatically. The boat tells you how to sail it, and all at once you are enjoying unparalleled thrills of intimacy with the water world. Sounds flowery, but you have to try it!

Using a single (canoe) paddle, you can apply human power to a *Windrider* at any time, such as in calms or maneuvering in tight places, but otherwise you literally ride on windpower. The kayaker's sensational communion with the elements is retained because, more than any other *sailing* craft, *Windrider*, too, is worn.

Nevertheless, plain old kayaks are masterpieces of minimalism. They are extremely efficient, safe, comfortable, versatile and seaworthy. They are also portable. They can be carried overland on your shoulder, or better yet, on top of your car. And talk about survivability... They enjoy a heritage that reaches back about 8,000 years into the ancient Inuit past, and they are extremely popular today. The reason is their value. Until *Windrider* came along, there was no other boat that offered more fun and capability for less money and hassle than a sea kayak.

Okay, so then what's a trimaran?

A trimaran is...the first vessel type known to man that was capable of real deep sea voyages. Its origins are less than half as old as the kayak's, but the early Pacific Islanders, who became the Polynesians, started out from Asia in big canoes that were stabilized by two outrigger floats to achieve a level ride. Today we call them trimarans. In these and other multihull craft, the "Vikings of the Pacific" made planned voyages of thousands of miles, navigating out to distant islands and back, at about the same time the Phoenicians were just beginning to attempt coastwise hops, always within sight of land. Today, multihull vessels are the champions of ocean racing, and are fast becoming the boats of choice for many cruising and commercial applications.

The most advanced of the ancient Pacific seacraft, like the *camacaus* of Fiji, had "wave-piercing" hull forms. That is, they had long, sharp, low ends to literally puncture waves clear through. This avoided the need for such boats to climb over the waves, and that made them ride level front-to-back as well as side-to-side. Some were real juggernauts. One hundred-footers were common, and were recorded by Captain Cook as capable of carrying hundreds of men at high speed in big waves. Modern multihulls are increasingly utilizing that ancient, wave-piercing wisdom, including *Windrider*. That's why she looks like a missilefish instead of a cockleshell.

Also, *Windrider* is not a monkey on your back. To avoid the cost and complication of a retractable centerboard, she has a fixed keel, but she'll still pass through knee-deep water. And she has a standard under-the-hull rudder which is very robust and runs no deeper than the keel. She comes apart easily by unplugging the crossbeams and the mast (with sail rolled thereon), and she carries on your car like two little kayaks and one big kayak. Unless you're built like Popeye, you may need some help getting the main hull

up on the rack, for it weighs about 100 pounds, but otherwise the hassles of private boat ownership are minimal, including the costs. *Windrider* is made of rotomolded polyethylene so she can come to you without a mortgage, and the only long-term maintenance she requires is to be stored somewhere mostly out of the sun.

Another thing that *Windrider* is not is a ship. She'll carry two people for a daysail or stow a goodly burden of supplies and camping gear, but she's not intended for distance passages in the open sea. She is extremely safe, very difficult to capsize and not difficult to

re-right by removing one outrigger, and she's unsinkable. She can certainly extend the kayak's daily range enormously, but she's not the right conveyance for stunt voyages from say, Alaska to Zanzibar.

What she is a new vessel type, one that combines the versatility and intimacy of a sea kayak with the power and security of a modern trimaran.

That's about as far as we can go without actually riding wind; no more feeble descriptions are indicated. To really understand what is a *Windrider*, you must experience windriding for yourself.

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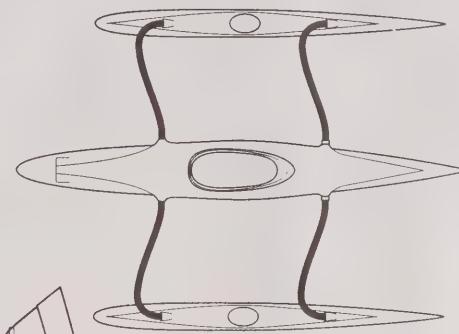
MAIZE

RUBY

EMERALD

SPECIFICATIONS

LOA	16' 0"	Draft	14"
LWL	12' 0"	Mast Height	21'
Beam	11' 7"	Weight Capacity	450 lbs.
Weight	230 lbs.	Designer	Jim Brown
Total Sail Area	93 sq. ft.	Introduced	1995



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WindRider designer Jim Brown, one of the world's preeminent multihull designers, created the revolutionary, patent pending craft to make sailing accessible to a broader range of people.

"WindRider fills a niche that other boats can't," says Brown. "It's a simple design that's physically less demanding and extremely easy to maneuver. The real breakthrough is that within the first hour of sailing, beginners can learn all they need to know and, for experienced sailors, WindRider gives them the chance to push the envelope to a greater degree than ever before and really rip through the waves."

With its three parallel hulls, WindRider is reminiscent of Polynesian multihulls and Aleut kayaks, says Andy Zimmerman, president of the boat's manufacturer, Wilderness Systems, Inc. "We took classic, ancient forms and translated them into a bold design concept using modern technology and advanced materials to create a rare innovation in the pleasure craft industry," says Zimmerman. "WindRider brings the fun and excitement of sailing within the range of almost everyone."

The sailor sits inside a comfortable cockpit, always facing forward, and steers the boat with his or her feet on rudder pedals, which leaves both hands free for the mainsheet. The position of the cockpit puts the sailor in the boat, not on the boat, so there's no danger of being hit in the head by the boom.

WindRider's light weight, slender lines, and wave-piercing hull design allow it to translate wind thrust into acceleration and forward movement. It "knifes" through waves rather than lifting abruptly, which helps sailors avoid the extreme up and down movement that they often experience with blunt-bowed monohull boats.

"The wave-piercing hull allows for remarkable cruising speeds," says Brown. "The sensation of sitting in the cockpit while the water flashes by is a little like flying a small plane close to the ground."

A skeg protects the rudder when it runs

up on sand, and a low stern makes it easy to slide back on board from the water.

The trimaran's appeal to an untapped population of potential sailing enthusiasts rests not only on its maneuverability, but also on its safety. "With a 12-foot beam and sealed outriggers," says Brown, "this boat is virtually unsinkable."

WindRider demonstrates its benefits on land as well. "One reason boat owners don't sail more often, and many people never try sailing at all, is the hassle of trailering a boat, getting it to the launch ramp, then retrailing after sailing," says Zimmerman.

The unassembled WindRider fits easily on the top of a car. Its one-of-a-kind, rotomolded polyethylene body weighs only 230 pounds and it breaks down into three manageable hulls. The boat is easy to assemble, with tubes that pop into quick-release receptacles. With only one sail and a stepped mast, which weigh only 23 pounds combined, the WindRider can be quickly rigged and derigged.

"The versatility of this boat will put a lot more people at ease with sailing," says Zimmerman. "But we think WindRider will also appeal to seasoned sailors who want a new, exciting experience on the water and the convenience of popping the boat onto the top of their cars. It's also a chance for people who already enjoy outdoor activity on land to try a new sport, and for a reasonable investment."

While the sailboat industry traditionally manufactures boats from composites, chiefly fiberglass, WindRider is made of polyethylene, which is durable, shock-resistant, and recyclable. The manufacturing process is less expensive than fiberglass construction, which makes for savings that can be passed along to the consumer.

The complete boat retails for \$2,995. Options, such as outrigger trampolines, are also available. It is available in granite gray, granite emerald, granite blue, ruby, maize, and emerald.

WindRider is a division of Wilderness Systems, Inc., a High Point, NC based manufacturer of kayaks and boating accessories. The company was recently named cowinner of *Canoe & Kayak* magazine's Manufacturer of the Year award.

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Jim Brown WindRider Designer



A veteran schoonerman, Jim has been designing boats since 1960 and is one of the world's preeminent multihull designers. You'll find his Searunner cruising trimarans on most of the oceans and seas throughout the world. Jim combines his flare for marine architecture with his passion for studying native watercraft. In a conversation, you're apt to hear him refer to the pipante dugout canoes of the Mosquito Coast or the janganda trimarans of East Africa. When not at the drawing board, he's often family cruising on his own trimaran.

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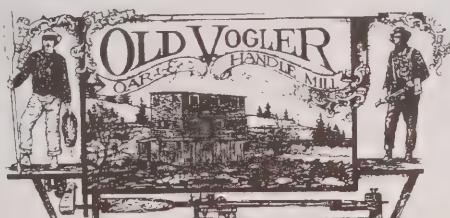
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Yes, trimarans are faster boats, blindingly fast it seems. The speed potential of the type gets all the press, and this gives people who haven't tried life aboard three boats at once a mistaken impression about what these multihulls can and cannot do. The trimaran reviewers get so preoccupied with the speed question, they fail to look at the other strengths and weaknesses of the type.

I've been sailing my old 25-foot Searunner for four years now, and I'm sold on the advantages of sailing atop three hulls instead of inside one, but speed is not the main advantage. The real attraction is the comfort and relaxation that come with the trimaran's exceptional stability. Let me explain.

First of all, let's get real about what speed in a sailboat means. It means moving at a walking pace a good deal of the time and getting up to a healthy jog when the wind cooperates. If you sail a trimaran, once in awhile you'll get yourself up to a sprinter's pace, but that's about it. Compared to any other means of transportation in this world today, all sailboats are slow, dead slow. So if speed is what you want, you'd best find another sport. If the sensation of speed is what you want, sail a dingly.

The first time you sail a trimaran, you'll be struck not by the boat's speed, but by the lack of a strong sensation of speed. Although the boat is most likely moving more quickly than the monohull you're accustomed to, it doesn't feel faster. My trimaran at seven knots feels a lot slower than some boats I've sailed do at five knots. Tris are faster in part because their skinny hulls move through the water more easily. So you don't make any real waves until you're up around 10 knots, and I can tell you that, at least on the East Coast in the summer months, you don't get the wind you need to do that every day you're on the water, sometimes not in a week of sailing.

Without the waves and a lot of water splashing around, and without significant heeling as speed increases, the feeling of speed just isn't there until you find 20 knots or more of wind. There's more speed potential in these boats than you normally achieve. Most of the time you get an easy, lazy kind of a ride that doesn't feel fast at all, even though you might be moving more quickly than a monohull of the same length is capable of.

But this is not a minus, it's a big plus. It gets us right to the most underrated aspect of trimarans, they are very relaxed, very comfortable boats to be aboard. In my boat, I can sail into a mild chop at seven-and-a-half knots, standing up with my hands in my pockets, steering with the tiller against my leg with no fear of losing my balance. Searunner designer Jim Brown calls it a magic carpet ride. The 25-foot Searunner displaces about 2,400 pounds, crew and all, and yet feels like something much heavier. The stability produced by the boat's 18-foot beam isn't just good for the mathematics of righting moments, you can feel it under your feet. The decks are just 3/8-inch ply, but if you didn't know that you would swear there was something far more solid underfoot. At rest, the boat is more stable than many a floating dock I've tied up to.

Before I sailed the boat, I wondered, as everyone new to multihulls does, about the possibility of capsizing. I didn't have to sail the Searunner long to realize what a remote possibility this is. In 15 knots of wind and sails sheeted in hard, I can let the tiller go without concern. If she broaches, she'll just sit there, heeled to maybe five degrees. If it's blowing

The Slow Side of Trimarans

By David Dawson

20, she'll heel a little more than that, but there's still no danger of anything breaking or of water getting into places it doesn't belong. Would you try that in your monohull? If I drive her hard to windward in 25 knots, the leeward ama will dive through the wavetops. The water splashes around some, and when the main hull is lifted by a wave the inclinometer will swing to about 10 degrees, but there's no sense of danger. The record of multihull sailing shows that capsizes require a push from some heavy seas, and even then almost always happen to all-out racers that are being pushed very hard by their crew.

(One capsizing involved a skipper who was flying a spinnaker in 30 knots of wind, not common practice for cruising but the racers do it, and this is about what it takes to turn a trimaran on its back. Capsizing usually involves careening down the face of a wave and then stuffing the bows under in the trough. The sudden braking brings the sterns right up and over. The accepted heavy weather practice for trimarans is to slow the boat down to prevent uncontrolled surfing. When heaving to, centerboards are raised so the boat will move with breaking seas instead of tripping.)

But what the trimaran configuration provides for the coastal cruiser is simple, relaxed comfort. You don't have to sail a tri long to develop a real, "What, me worry?" attitude. This, I believe, is the real attraction of the type. People who get nervous when other sailboats heel (like my wife, Caroline) will gladly come along for a sail in a trimaran. You don't have to grab hold of the boat every time you want to move. Going forward to change headsails when it gets rough is not a life threatening experience. And even although it's a very light boat, the entire thing doesn't rock back and forth at anchor as people move around on deck.

And speaking of deck, there's acres of it. Everyone on board can find a place to get comfortable. Very comfortable. There's no favored spot to sit, the kids won't be fighting over who gets the "best" seat. You don't have to change position with every tack. Want to stretch your legs out, take a nap? No problem. There's room.

And finally, there's the shoal draft advantage. But I don't think I need to preach to the readers of this magazine about the advantages of shoal draft and the pleasures of gunk holing. But yes, there's always a good place to anchor no matter how late you arrive.

But lest I sound like a salesman, let's look at the disadvantages, the trade-offs you make when you go sailing in a boat that's almost as wide as it is long and whose hulls are usually too skinny to accommodate a double berth. The different models of the type vary quite a bit in some of these respects, but I think my experience with the Searunner is not atypical.

First of all, most tris are complicated boats with a lot of parts. Virtually every one carries a modern sloop rig. If you keep your boat on a trailer, it's going to take some time to put it together and launch. Mine, after much modification of the setup process, takes me at least an hour alone, 45 minutes with help, to

get ready to launch. I can't launch at most ramps because the boat is too wide. The most popular trailerable tris today have floats that can be extended and retracted while on the water, a great advantage because it also lets you berth in a normal slip, but these boats are far more expensive than monohulls with comparable accommodations. Even the "cheapest" production tris are considerably more expensive than the popular monohulls of comparable length.

If you've owned a cat-rigged monohull with an unstayed mast that you just muscle into its partners before raising sail, you've been spoiled. So spoiled that you might have a hard time adjusting to the work involved in setting up a trimaran. The set-up time is of no concern if you keep the boat in the water all season, of course, and even for three or four days of cruising it's not bad. But it will put you off going out for a daysail, it's just not a boat that sits on its trailer begging you to take it out on a whim.

Keep in mind, too, the complications implicit in that high-tech rig. If your previous boat was sprit-rigged, as was mine, or of another simple design, dealing with a variety of headsails, a spinnaker, winches, adjusting rig tension and all that is fun sometimes, but seems curiously overly complicated at others. Think about what replacing or upgrading this kind of equipment costs, too. Do you think good wood is costly? Check out the price of stainless steel fittings.

If you stick with an economy trimaran, you'll probably find yourself with an older, home-built boat such as mine. Once you find a ramp that's wide enough and get the boat assembled, you'll launch to find that this boat does not respond quite like a monohull. Because they sit on top of the water, not in it, they really get pushed around by the wind. Once the sails are up and you're on your way, this is excellent, of course. But in close quarters, it can be dicey.

I power mine with a 5 hp Nissan outboard. If there's more than about 12 knots of tailwind, throwing the motor into reverse will not stop the boat. Yes, the sails are furled. I have to spin the motor 180 degrees and run it in forward in order to get enough thrust to stop or back up in any real wind. Consider how much fun I have approaching a dock on a blustery day with yachts tied up on both sides and small motorboats puttering around, not looking where they're going. This part of sailing my tri is not relaxing. I keep the air horn handy.

Trimarans look like big insects sitting on the water, and the analogy is fitting. They are big but very light. The lightness is necessary for performance, but it does mean you have to be careful. Once out in the open water there's no need to worry, but if you bump into something or get bumped hard by another boat, your tri will get the worst of it. They are thin skinned boats and the arms that hold the amas in place can be damaged. You can't treat a tri like a workboat.

The flip side, of course, is that with three hulls it takes a major catastrophe to put holes in all of them, and even if you do, the unballasted boat won't sink. The main hull on mine is divided by bulkheads and a centerboard case that separate the hull, below the waterline, into five sections. If water shows up unexpectedly somewhere in the bilges, I'll check it out when I'm in the mood. What's the hurry?

The worst breakage I had came when two of the six connecting tubes and arms between

the main hull and starboard ama broke last summer while we were bouncing through a nasty chop, headed for Martha's Vineyard. Later inspection showed that the ends of the aluminum tubes had extensive corrosion where they were bonded inside the float. We dropped the sails and motored back, the redundancy of the design and safety of having three hulls removed the risk of the breakdown resulting in more than a quickly curtailed outing.

The final trimaran trade-off is cabin space. I think this concern is more psychological than real, but there's no question that, while most trimarans have plenty of stowage space, there's darn little people space inside. My boat, which has a big cockpit in the center and small cabins fore and aft, has even less cabin room than most. I compensate by putting a tent over the cockpit at night. That done, the single berth and small galley aft and the head in the forward cabin are enough to take care of the creature comforts. The cockpit seats are especially large in the Searunner, and with their 3" foam cushions make very comfortable berths. Big cabins look very inviting at the boat shows, but out on the water no one ever stays below. If there's room to sleep, what more do you need?

So if you're looking into or just dreaming about trimarans, don't be blinded by all those tales of warp-speed sailing. Those days just won't come around every time you go out. But do consider the fact that makes for really good time on the water, sailing without worry. What you really get when you strap a couple of training-wheel hulls onto a boat is something that approaches the characteristics of a



Sailing toward Howell Point at the mouth of the Sassafras River, son Nevin at the helm. No, there's no concern that the main sheet will slide overboard!

small barge. Sure it can go fast, but most of the time, you'll find yourself in pig heaven. The boat is lolling along on the level, the sheets cleated and the knotmeter reading somewhere between 5 and 7. You have one foot on the

tiller, the other stretched out on the seat. There's a drink in one hand; the other is supporting your lazy head, lulled halfway into a midsummer stupor by the gentle breeze and warm sun. Fast? Who gives a hoot?

Multhull Designer Dick Newick Comments

entail comfort and budget tradeoffs that the average yachtsman cannot tolerate.

Salesmen can't lie about the cost or the number of berths, but they often stretch the truth about performance. A buyer's only protection is to get accurate documented numbers, or better yet, try the boat himself.

Safety offshore: Sea anchors and drogues are much better values than an insurance policy, but only if they are the right size for the boat, and have the correct size rode and strong cleats and fairleads in the right places. Of course, a skipper who knows how and when to use them is vital too.

I think David would have had some different observations if he had three years experience in a Tremolino, T-Gull, or Outrigger 26, but his basic insights would still have been the same.

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"Earning a \$5,000 scholarship for first place overall and a plaque for best finished canoe in the 1995 National Concrete Canoe Competition, the South Dakota School of Mines and Technology is a small polytechnical university with about 2,500 students. Its ASCE student chapter has been involved in the concrete canoe competitions for two decades. This year, the students used the experience gained from SDSMT's fourth place finish in the 1994 nationals as a springboard for the 1995 competition.

Hull design. The SDSMT team attributes much of its success to the excellent hydraulic design of its boat, *Predator*. "It cuts through the water well," explains Bob Paulsen, one of the students who helped design and build the canoe.

The 88-pound vessel is 18 feet, 11 inches long; 9-1/2 inches deep; and 30 inches wide at the widest point. The canoe's long, diamond-shaped hull gives the boat excellent forward speed. A longer hull improves the glide ratio, so it can travel faster with less effort than a shorter hull of the same width. The diamond shape also contributes to a sharp entry line; the vessel slices through water cleanly and displaces it gradually.

To improve the boat's stability and maneuverability in the water, the hull design team gave *Predator* soft chines (the area of transition between the canoe bottom and sides) having a 4-inch radius of curvature. An arched bilge, or canoe bottom, was chosen over a flat-bottomed structure to improve tracking.

Though lessons learned from past competitions certainly contributed to *Predator*'s successful design, the knowledge the design team gained from studying the design literature of racing canoe manufacturers proved especially helpful, according to Paulsen. The basic principles of *Predator*'s hull design were gleaned from those established over five decades.

Mix design. Students built *Predator* by placing 58-pound-per-cubic-foot concrete having a 28 day compressive strength of 1690 psi over galvanized 19 gauge steel reinforcing mesh.

The concrete design team's goal was to produce a lightweight mix with superior workability and finishability. The final

To build *Predator*, students placed the concrete by hand over reinforcing mesh molded around a polystyrene form. The large dose of high-range water reducer used in the mix not only made the concrete easy to work, it also retarded initial set time, giving the students two to three hours to finish the job.

Building a Winning Canoe

(Our June 1, 1995 issue featured my report on a regional concrete canoe race/design contest participated in by civil engineering students from a number of New England engineering colleges. The subsequent national championships for concrete canoes was featured in the engineering publication *Aberdeen's Concrete Construction*, and included a detailed description of the designing and building of the winning canoe. I have obtained permission to reprint this article as I think you'll find it of some interest.)

Reprinted with permission from the September 1995 issue of *Aberdeen's Concrete Construction*. Copyrighted by The Aberdeen Group, 426 S. Westgate, Addison, IL 60101.

mix design, shown below, was developed after students tested 34 different trial mixes.

The large quantity of finely graded ceramic spheres used in the mix helped reduce concrete weight and density. Replacing some of the Portland cement with fly ash also helped to reduce weight.

The high HRWR dosage caused set retardation of the mix, but produced a viscous, or sticky, concrete that was easy to apply onto the compound curves of the canoe's form. The freshly mixed concrete also displayed excellent finishability. Though the time for initial set of the mix was two to three hours, this gave the students a large window of opportunity for finishing the concrete.

Canoe construction. The reinforcement used in *Predator* was simple 1/2 inch-square steel mesh. To reduce canoe weight, students researched various types of nonmetallic reinforcement, but discovered that using these materials instead of steel would cut weight by only 2 pounds. Also, it was difficult for the students to obtain nonmetallic reinforcement materials locally.

With the light weight and low strength of the concrete used for *Predator*, students decided to increase the vessel's load capacity by prestressing the hull to induce compressive stresses. Prestressing also helps keep small cracks in the canoe from expanding. To distribute the prestressing force equally throughout *Predator*, 36 strands of 0.03-inch-diameter down-rigger cable were used as the prestressing material. The cable was chosen over other options, such as carbon fiber tape and aviation cable, because it has a high-tensile strength and a very small diameter.

Students decided to use a male polystyrene molding system to form the canoe, because of the simplicity and practicality of a male form. A female forming system makes it more difficult to place concrete and to prestress the hull.

The first problem confronting the construction team was how to space the steel mesh at the proper distance from the form. The students came up with an innovative solution: placing small spacers made of a latex-admixture based concrete under the mesh.

Before placing the mesh reinforcement, students used common plastic weather-sealing film to shrink-wrap the form. Wrinkles in the plastic were smoothed by heating it with a hand-held hair dryer. In addition to serving as an effective and inexpensive release agent, the plastic imparted a very smooth, glasslike surface to the concrete that required minimal finishing.

Several coats of an epoxy-based sealer/joint compound were applied to the form before it was shrinkwrapped to minimize imperfections.

Building *Predator* required the use of seven 0.175-cubic-foot batches of concrete, which were hand placed and worked into the mesh. A unit weight analysis was performed on each batch as a quality-control measure.

To maintain a uniform concrete depth of 1/4 inch when applying the mixture to the form, students used toothpicks. They simply marked the toothpicks at the proper depth and inserted them into the freshly placed concrete.

Curing and final finishing. To attain a higher strength in a shorter time period, students cured *Predator* using a moist-heat process. Burlap sacks were wetted and placed over the hull, then a 6 mil thick plastic tent was placed over the entire canoe. Electric blankets and a 4-inch thick thermal blanket placed over the tent maintained a minimum temperature of 110°F.

The burlap sacks were wetted every eight hours to keep the concrete hydrated. To monitor the canoe's strength development, the students placed several concrete test cubes and cylinders inside the tent and tested them periodically.

After curing was completed, very thin coats of concrete were applied to imperfections in the canoe surface, then the patched areas were sanded. Students painted the finished canoe using a colored base coat followed by a clear coat.

Challenges faced. Though SDSMT took first place in the 1995 competition, the team might have scored even higher if it weren't for the turbulent Po-



tomac. Paulsen, a five-year veteran in the national races, described this year's conditions as the toughest he has experienced. "The Potomac really put our paddlers to the test, even though they trained twice a day, every day, for a month before the races," says Paulsen.

Not only did the current seem to vary from lane to lane in the race course, the paddlers had to dodge debris, which slowed their race times. The most critical delay occurred when the women's team hit a log during the distance races, which added three seconds to their time and took a chunk of concrete out of the canoe's nose. The team came in second in the race, trailing the winning team, California State University, by just one second.

Paulsen admits that designing and building a concrete canoe takes a lot of hard work and dedication, and most students find it difficult to keep up with their class work while preparing for the canoe races. However, Paulsen says that the hands-on experience the students gain by experimenting with concrete mix designs and construction techniques is invaluable.

The Winning Concrete Mix Design

Ingredients:

	Pounds Per Cubic Yard
Type I/II portland cement	700
Fly ash	175
Air entraining agent	8
High range water reducer (HRWR)	53
Ceramic spheres	926
Silica fume	88
Water	298
<u>Polyolefin fibers</u>	7
Avg. 28-day compressive strength	1690 psi
Avg. unit weight	58 pcf
Air content	27%
Water-cementitious materials ratio	0.48



SDSMY team members proudly display *Predator*. The painting inside the canoe is the face of a wolf. To the Sioux of South Dakota the wolf is a symbol of endurance and adaptation, a predator whose survival depends on its intelligence and cunning.

Chick has been designed in answer to several specific requests from owners of small auxiliary cruisers. They reasoned that inasmuch as they must tow an eight foot dinghy because their yachts are too small to carry one on deck or cabin top, they might as well have a dinghy of larger capacity, one easier to row when loaded, more capable as a workboat from which to scrub topsides, and a smarter boat when rigged for sailing to explore harbors. Chick is the answer whether employed for the above purposes or as a sailboat for juniors.

The vee bottom pram hull has been selected for ease in building and for load carrying ability. The rowing seat has been placed fore and aft, not a new idea but one which permits the oarsman to trim the boat according to the load aboard, and at the suggestion of John Cameron, skipper of the auxiliary sloop Ricochet, the seat is arranged to swing up and forward out of the way when sailing.

The centerboard is of the dagger type for minimum obstruction of the cockpit when the dinghy is under sail. For additional space the after thwart can be made removable, but little would be gained because the weight of a man all the way aft will trim so small a boat far too much by the stern.

People who customarily beach their dinghies on rocky ground complain about the effect of chafe on the outer layer of a plywood bottom. On the other hand many prefer plywood as a building material. Accordingly in order to satisfy everyone the lines have been drawn so that either plywood or regular lumber may be used for planking. The two materials also may be combined, with planked bottom and plywood topsides, or vice versa. The bottom of the planked job has been made with batten seams because with marine glue it is easy for the amateur to construct with watertight joints.

The fore and aft rowing seat precludes the transverse support derived from a normal athwartships seat, so for strength the frames have been spaced 18-1/2" and have double gussets at the chine for rigidity at that point when the hull is tipped on edge while being turned over or when dumping

How To Build Chick

11' Utility Pram Designed for The Rudder

By Robert M. Steward

bilge water.

To strengthen the edge of the gunwale the usual inwale stringer, which is difficult to fasten effectively unless it is quite wide, has been omitted in favor of a stringer bent on edge and securely fastened in place by glue and screws through the planking.

Instead of the centerboard trunk being supported by a conventional middle seat, a knee has been located each side of the trunk on frame #3, and these, combined with the long fastenings through the keel will securely anchor the trunk.

In regard to weight, the plywood hull will be the lighter, weighing about 125lbs, while the lumber job will be about 26% heavier, or about 165lbs.

It has been found that the strength of light plywood hulls is materially increased by the use of waterproof glue on all parts to which the plywood planking is fastened. In this case these parts are the chines, frames, keel rabbet and edges of the end boards. Two excellent waterproof glues are Weldwood and Cascophen, and to be used with success the manufacturers' directions must be followed.

It will be found that the temperature when gluing the boat cannot be much less than 70 degrees fahrenheit, so if you must build in a cold place it is recommended that you rely on the structure and fastenings for strength (they are ample) and use liquid marine glue on the seams.

Incidentally some of you might like to try a new material that will be equally as good for either the seam batten or plywood construction for this boat. It is a thiokol compound, one of the types of synthetic rubber, and is being used to pay seams of teak decks on the finest yachts and also as a bedding compound. If this product is half

as good as we think it is, it will be one of the greatest cure-alls for amateur builders that ever came along.

It is made by at least two manufacturers, but in this instance we would recommend Caw-King in the troweling consistency as made by C. A. Woolsey Paint and Color Co., producers of the well known Woolsey marine paints. Be sure to mix the compound thoroughly according to instructions on the can and pay particular attention to removal of the material from your hands. If you do not you are liable to find yourself vulcanized for life.

Caw-King not only is a compound for making the seams watertight but has adhesive value as well. A year ago the writer put a new bottom on a pram and could only secure plywood good on one side. The other side had knot holes in the face ply which were generously filled with Caw-King, and when the material had cured the holes were flushed off by shaving the excess with a sharp wide chisel.

After a season of use there is no sign of the compound coming loose and we hope another year will tell the same story. Caw-King may also be used to cover countersunk screw heads, and you will find that the cured compound will not clog sandpaper.

When using the waterproof glue and plywood type of construction it is a good plan to fit the plywood, using as few screws as possible driven home to hold the planking in place, and drilling for the remainder of the screws. Then remove the plywood, spread the glue on the surfaces and drive all of the screws. In this way the working time of the glue is minimized.

Needless to say the lines of Chick must be drawn full size in order to reproduce properly the frames and ends with the correct bevels. Be assured that the lofting time is well worth while, and once it is finished the building will go along in good shape.

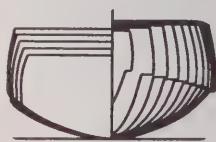
Besides careless or incomplete lofting, inexperienced builders often make the mistake of not securely bracing the frame assembly. Be sure to use plenty of temporary braces when necessary to prevent twisting the frame out of shape in bending on planking.



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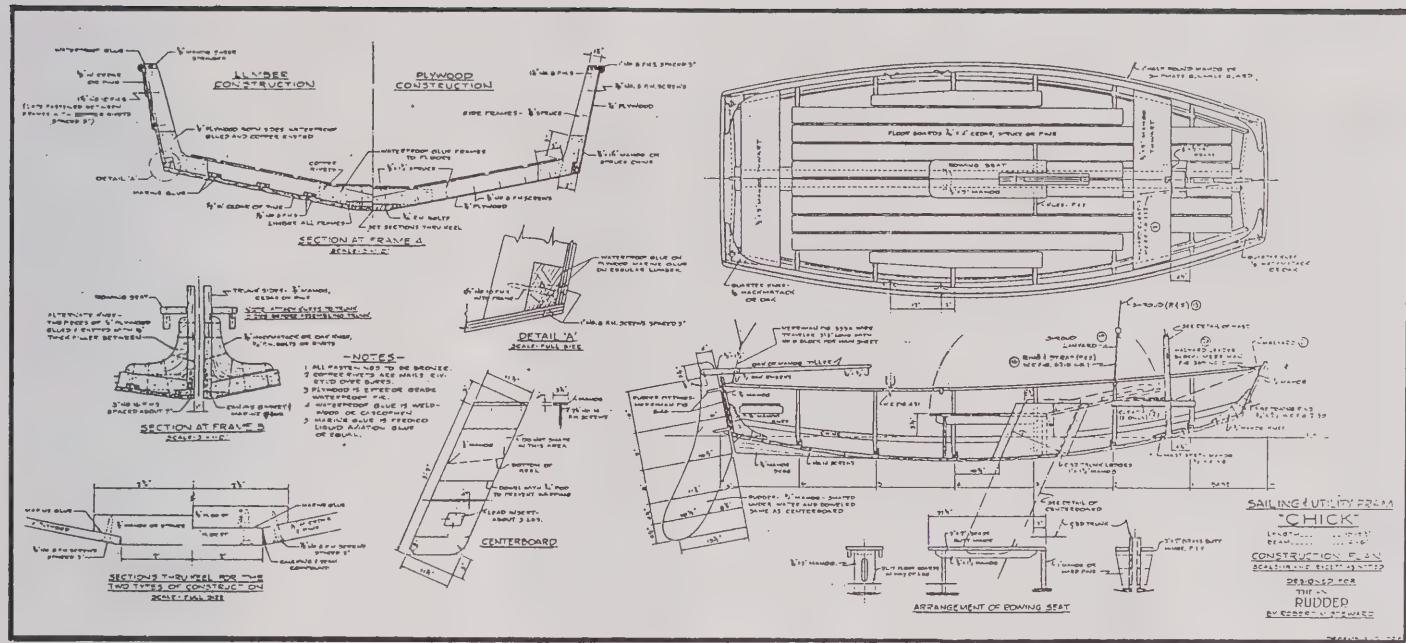
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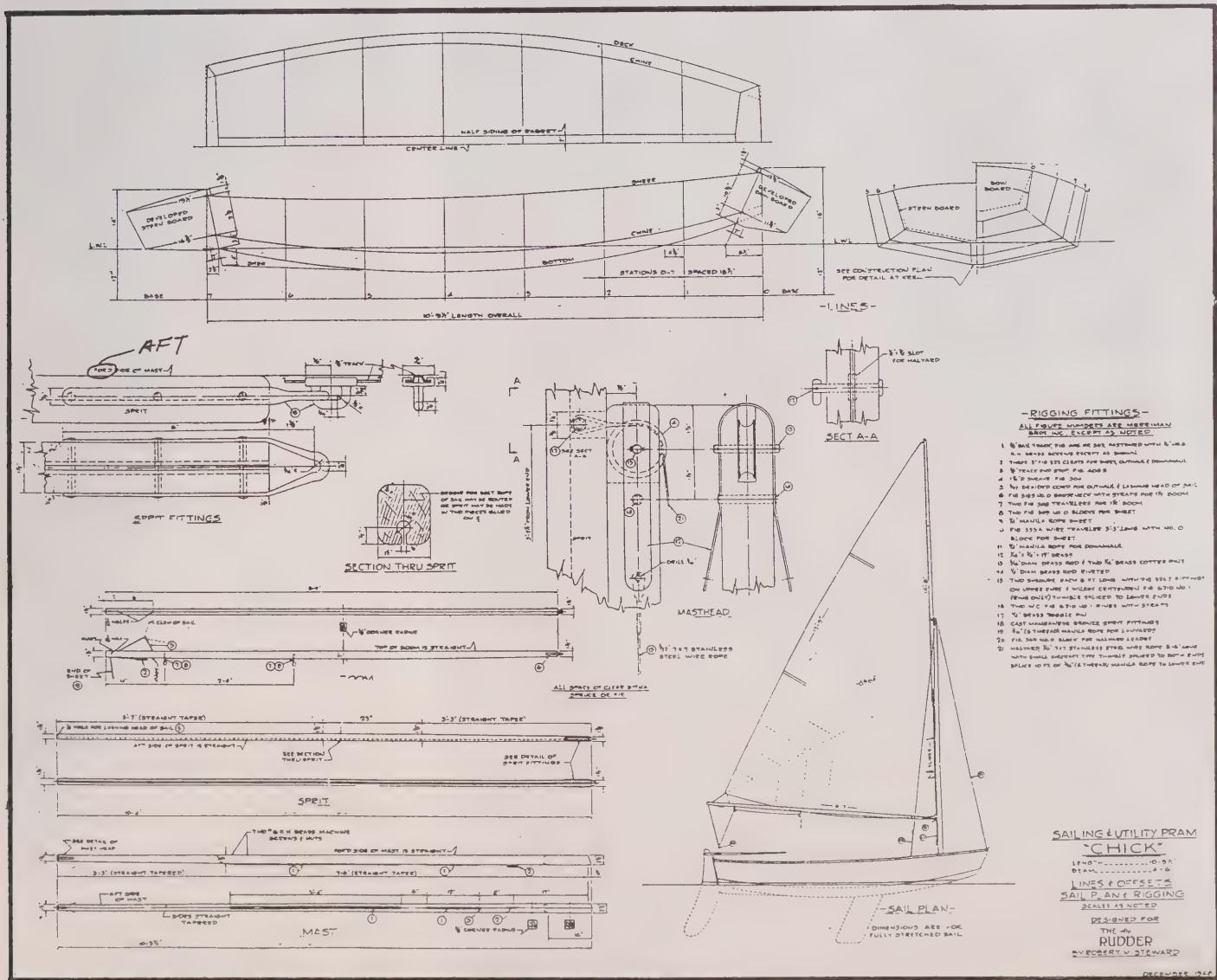
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This article is reprinted verbatim from a 1950's issue of *The Rudder* magazine so it has some out of date references. Writer Robert Steward, now retired in his 80's, is author of *Boatbuilding Manual*, just out in its 4th Edition from International Marine Publishing. It is a classic in its field, 372 pages, 260 illustrations, hardbound. While it emphasizes traditional construction, it is thoroughly updated to include today's alternative building materials and methods. John Gardner endorsed this manual with the following comment: "The best building manual for wooden boats there is, clear, concise, but inclusive, and written so the inexperienced boatbuilder can read it." Price is \$34.95 plus \$5 s&h from IMP, P.O. Box 182607, Columbus, OH 43218-2607.



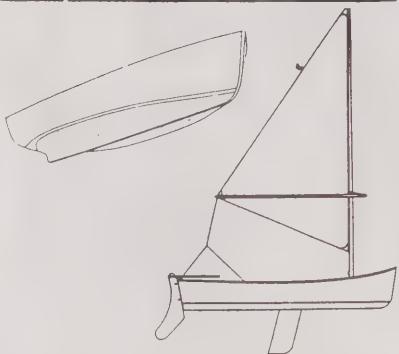
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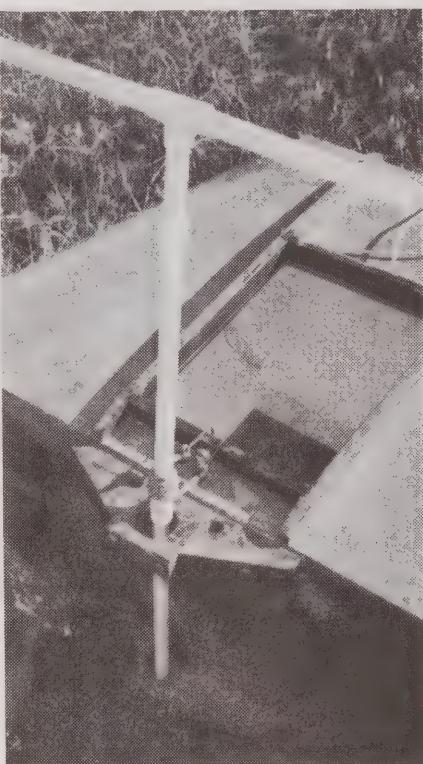
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The Bug Tent

By Jim Michalak

I did a lot more boat camping in 1994. The *Messing About in Boats* article "A Pretty Good Tent" was the inspiration. In my case I felt I needed improved bug netting more than a rain cover. I wanted to be able to sit up in the boat without opening the net. I wanted to be able to use my kerosene lantern inside the net. And I wanted to have access to all my gear without opening the net. Up to now I had been using a loose bug net placed over me like a sheet which didn't allow me to do those things even though it kept the bugs at bay.

I chose as my subject boat my trusty old Piccup Pram which now has a beat up camouflage paint job. Following Dave Evan's lead, I went to the hardware store and bought \$5 of small plastic pipe with two T fittings and four unions. I arranged my purchases into two big T supports as shown in the lower photo. The T's are 36" high and 18" wide for sitting room. The front T pops into the mast partner and the aft one attaches to the coaming of the aft storage chamber. I used no glue, the pieces come apart for easy storage.

The tent is commercial "no-see-em" yardage which I was already using, 48" wide, I think. I sewed two pieces together to make it about 96" wide, placed that over the forms, and pulled it to shape holding it with spring clothes pins to the wale. I trimmed around the edges and sewed a hem for strength, letting it overlap the wales about 5". I also sewed some darts in the ends to make it fit well, and some canvas reinforcements where the net went over the supports. Netting sews very easily. Unlike a water tight cover, you need not worry about pooling pockets.

In use I found the bug tent did everything I wanted. I could keep the net in place simply by pinching it to the wales with the hook ends of two bungee cords, one stretched from wale to wale at each end as shown in the top photo. Rigging takes only a couple of minutes. In a breeze the windward side blows inboard but I can keep it in place with one or two simple spring clips. Ingress and egress are effected simply by lifting up the net on the leeward side.

The bug tent stows inside a small bag that also will take the light blanket I use on summer nights. And I found the same tent works unchanged on my Piccup Squared and Toto canoe.

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Oars

Levers and Worms

By Jim Thayer

I thought the oar thing was settled, but Jim Michalak has dumped all the worms out again. To follow the whole argument check, Rantilla (pp 22, Nov. 15, '94), Thayer (pp 20, Feb. 1, '95) Michalak (pp 26, Oct. 15, '95)

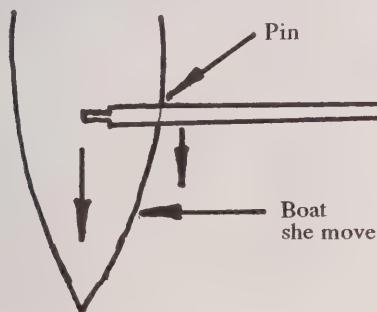
Once, during a discussion with a person who just wanted to row for exercise, I suggested that he tie the boat to the pier and then he wouldn't need a fancy boat and he wouldn't have to worry about running into anything. Were he to take my suggestion, he could work up a good sweat without moving the boat at all. All the effort must go into moving the water and I am sure that we can agree that we have a typical first-class lever with the fulcrum at the pin.

Now, if we untie the boat, it begins to move. Surely, something has changed.

Let us imagine a far country where there is a vast lake uniformly one foot deep. Arriving at the shore we find the boats drawn up and are surprised to find that the oars are simply a long shaft with a large spike at the distant end, no blade!

Engaging a friendly native in conversation, we explain that in our neck-of-the-woods oars have large blades for pushing the water. He finds this hilarious, but, being a helpful sort, offers to explain how oars work.

Dropping to his knees on the sand while his neighbors gather round, he produces the following diagram.



Rowers having a sort of universal language, I easily followed his drift. During stroke, sticker, him stick in sand, no move, nada. Grip, him go forward. Oar fasten boat by pin so boat go forward. Rowman, him pry boat against bottom.

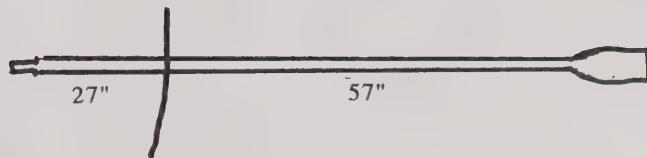
"Perfectly clear" I exclaimed.

To get better acquainted with this Delgaduan (the name of the lake, hence the country) we repaired to a nearby bar where, curiously enough, the beer was served in plates. The talk soon turned to my country where the abysmally deep waters have caused the development of oars with blades. I wondered if he could explain how they work by pushing against a liquid.

He grasped the problem immediately and said, "Suppose your oar had an extremely large blade, say 100sf. Then it would have negligible movement through the water and would act just like our spike, stuck on the bottom.

"Eureka" I exclaimed, "We are actually prying against the water."

I then showed him JM's first example.



He whipped a sliderule from his tunic and, taking the end of the blade as the fulcrum, produced the following result:

$$\text{Load Arm} \times \text{Load} = \text{Effort Arm} \times \text{Effort}$$

$$57" \times X = 10\text{lbs} \times 84"$$

$$57X \text{ in lbs} = 840 \text{ in lbs}$$

$$X = 14.7\text{lbs}$$

I was flabbergasted to see that his result was the same as JM's. I really was. This bears further cogitation.

True, as the oar is drawn inboard the power (force, leverage? Power is constant, gearing changes) increases and the force on the boat at the pin increases. By the same token the force (maybe moment is the term) on the blade by the water increases and it would seem that the slip must increase also.

"That," my friend interjected, "must be the reason why whitewater canoe paddles have such large blades. One uses them, with a very short arm, for bracing the water as well as paddling."

The discussion ranged far into the night with vector diagrams, and equations considering force on the derriere, force on the footrest, does the arm length change with oar angle, would bent oars (works on canoes, what's the difference?) be helpful, and so on and on. Many napkins were disfigured and many plates of beer slurped.

To sum up, back at my desk in the real world. I am convinced that the fulcrum is at

the end (or near the end) of the blade. JM says, "the force at the blade, not at the fulcrum, pushes the boat." Certainly the boat would not move except for the force of the water against the blade. However, the force of the water is applied to the boat at the pin. Perhaps we are just wading in the muddy waters of semantics here.

Now it is time to go back and take another look at Ron's FrontRow outfit. Would it work on Lake Delgadagua? Would he use longer or shorter oars than the natives? Where is his fulcrum?

Reading back over this I realize that words like force, power, moment and the like have precise meanings and the keen analytic mind may have problems with some of my statements.

I'm no engineer and my mind ain't what I fondly believe it to have been, so maybe I'm all adrift here.

Perhaps Andy Steever will stick an oar in and get us on course. Incidentally, If you are seriously into rowing you must have Andv's book.

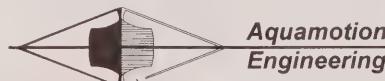
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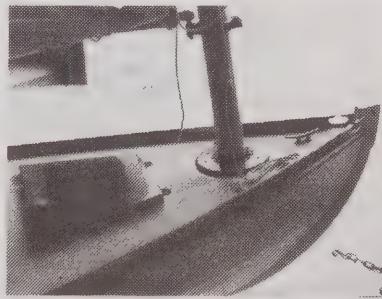
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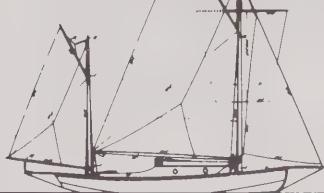


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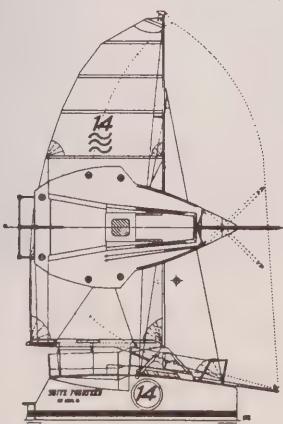
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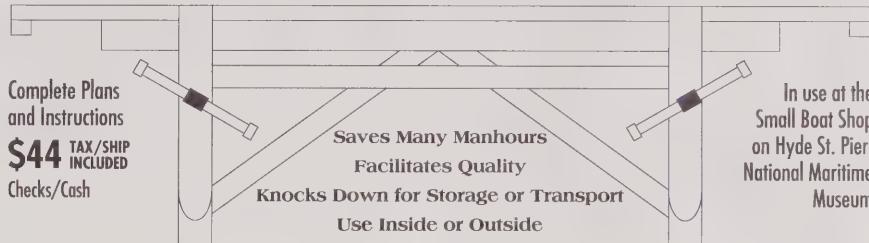
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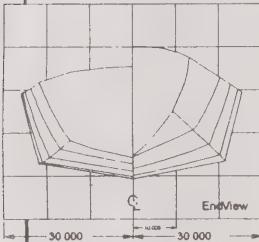


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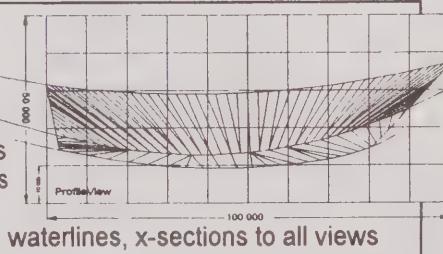
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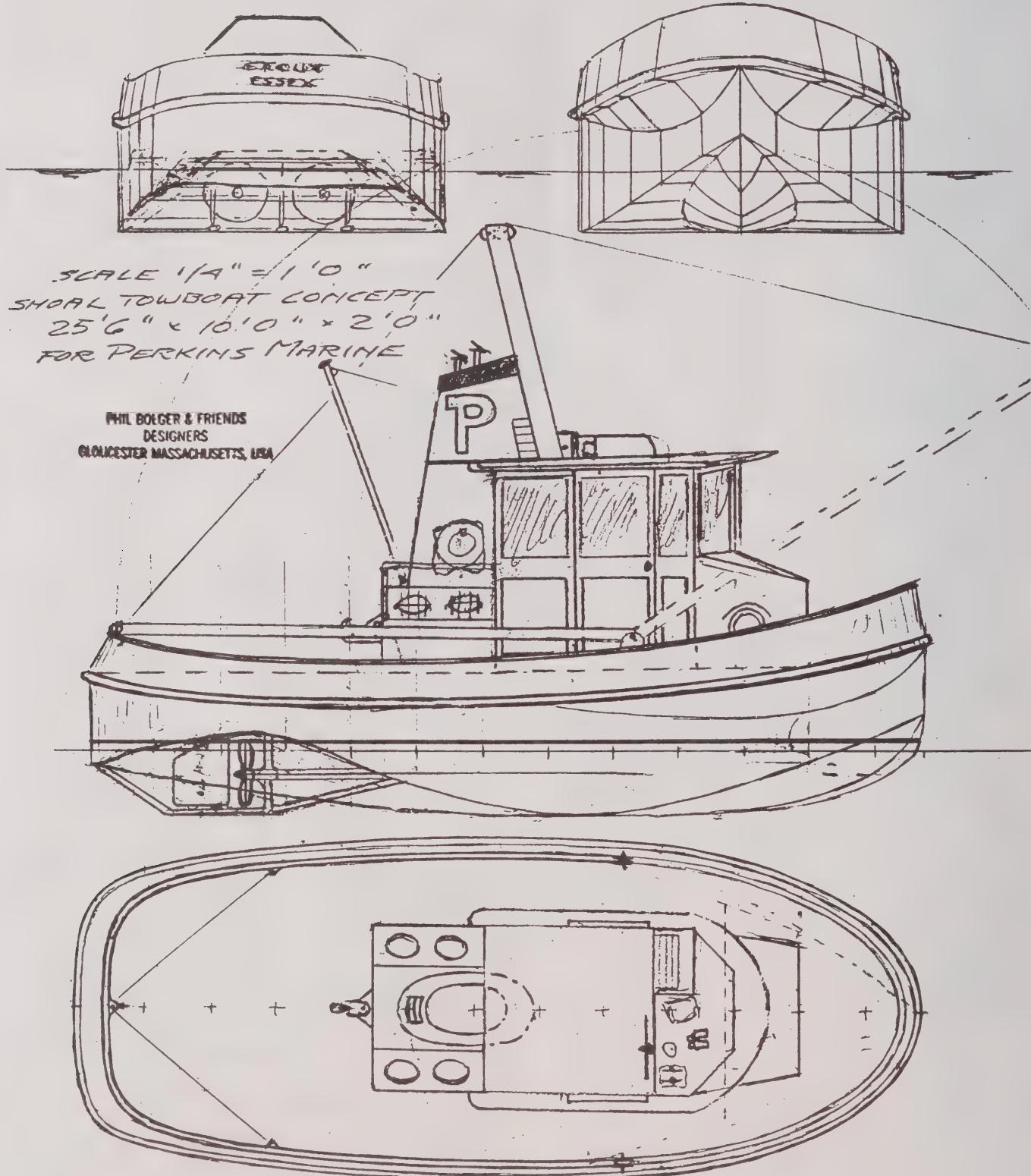
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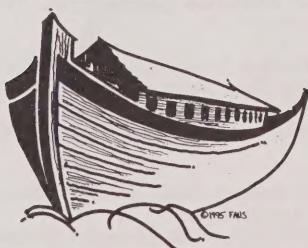
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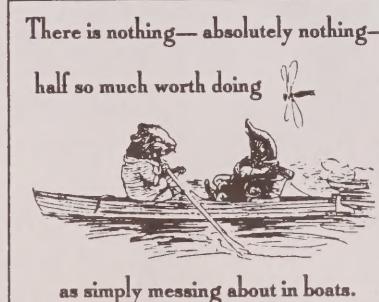


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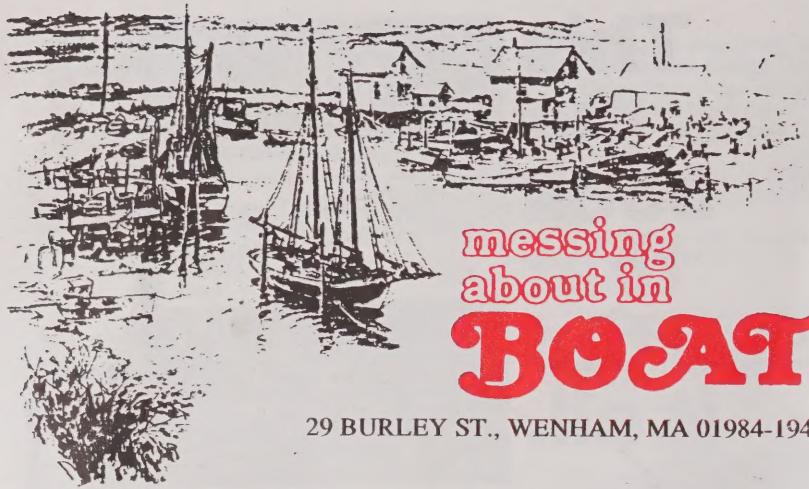
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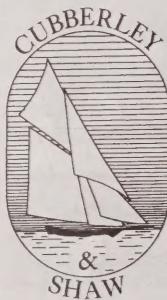
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